

**POLICY ON
TRANSPORTATION IMPROVEMENT PROGRAM (TIP) PREPARATION
*Procedures for preparing the 2008-2013 TIP***

***DRCOG Board Approved
June 6, 2007
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I. INTRODUCTION

The *2008-2013 Transportation Improvement Program* (TIP) will specifically identify the federally funded transportation improvements and management actions to be completed by the Colorado Department of Transportation (CDOT), the Regional Transportation District (RTD), local governments, and other project sponsors over a six-year period.

The *Metro Vision 2030 Plan* serves as a comprehensive guide for future development of the region with respect to growth and development, transportation, and the environment. The Metro Vision Plan is available on the DRCOG website at www.drcog.org. The *Metro Vision 2035 Plan* is under development, but is not due for adoption until late 2007.

The *2030 Metro Vision Regional Transportation Plan* (2030 Metro Vision RTP) presents the vision for a multimodal transportation system that is needed to respond to future growth, as well as to influence how the growth occurs. It specifies strategies, policies, and major capital improvements that advance the objectives of the *Metro Vision 2030 Plan*. The fiscally constrained 2030 Metro Vision RTP defines the specific transportation elements and services that can be provided to year 2030 based on reasonably expected revenues. The 2030 Metro Vision RTP is available on the DRCOG website at www.drcog.org.

The Metro Vision 2035 Regional Transportation Plan (2035 Metro Vision RTP) is being developed for adoption in late 2007. The networks and projects that will comprise the fiscally constrained 2035 Metro Vision RTP are expected to be adopted for testing in summer 2007. The update is, overall, modest in scope and will build substantially from the 2030 Metro Vision RTP.

The 2008-2013 TIP will specifically identify and program projects for federal funding to implement the anticipated 2035 Metro Vision RTP. The TIP may also fund studies that foster 2035 Metro Vision RTP implementation. The TIP also notes major state and locally funded transportation projects in the Denver region.

As required by federal law, the TIP must be fiscally constrained to funds expected to be available. All projects selected to receive federal surface transportation funds must be identified in the TIP.

The TIP is prepared and adopted by the Denver Regional Council of Governments (DRCOG), the region's Metropolitan Planning Organization (MPO), in cooperation with CDOT and RTD. This document establishes policies for developing the TIP and selecting projects to be included.

A. Authority of the MPO

Federal law charges MPOs with the responsibility for developing and approving the TIP. DRCOG directly selects projects funded with Surface Transportation Program (STP)-

Metro, STP-Enhancement, and Congestion Management/Air Quality (CMAQ) funds. DRCOG reviews CDOT and RTD submitted projects for consistency with regional plans.

B. Geographic Area of the TIP

The TIP is prepared for the area shown in Figure 1.

C. Time Period of the TIP

The first four years of the 2008-2013 TIP contains committed projects. The last two years of the TIP are limited to carryover projects begun in the first four years.

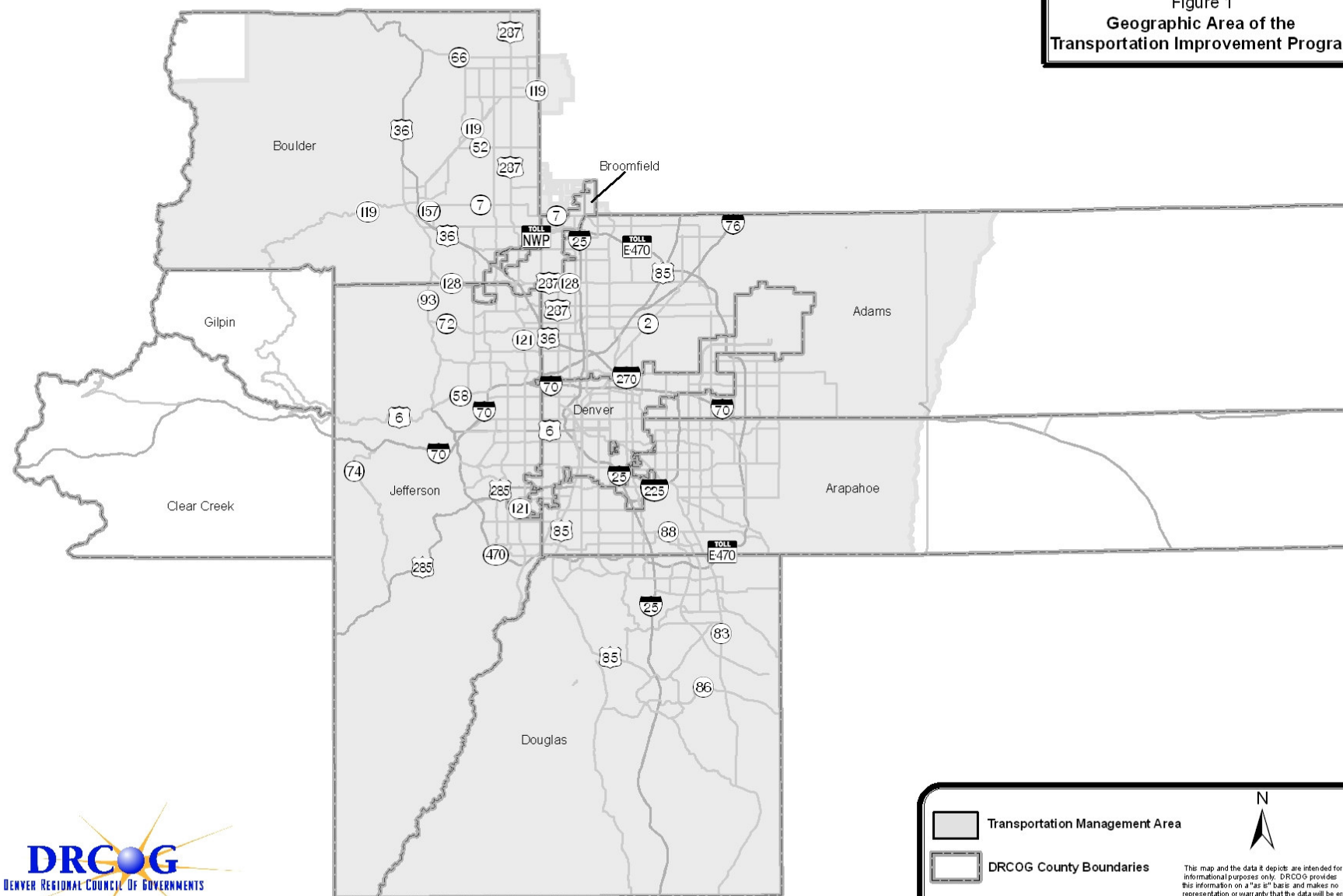
Projects are normally programmed for completion over two or more years. Typically, the first years of funding will include: (1) the environmental process; (2) right-of-way (ROW) acquisition; and (3) design (including approval by CDOT, where required). The final year(s) typically fund construction.

D. TIP Development Schedule

Table 1 shows the process and tentative schedule for developing the 2008-2013 TIP. A more detailed schedule, along with DRCOG funding request application forms and instructions, will be distributed with the solicitation for funding requests and posted on the DRCOG website.

Table 1
Transportation Improvement Program Development Process

TIP Process Element	Nominal Schedule
TIP Policy, Process and Criteria Revision	January - June 2007
Solicitation for DRCOG Funding Requests	July 2007
Submittal of DRCOG Funding Requests	September 2007
Evaluation of DRCOG Requests and Preliminary Selection	September-November 2007
Draft TIP Document Preparation	January 2008
Public Hearing on Draft TIP	February 2008
Committee Review of Draft TIP	February-March 2008
Board Action	March 2008



II. TIP PROCESSES, INTEGRATION, AND COMMON REQUIREMENTS

This chapter identifies the funding programmed by the three agencies (DRCOG, CDOT, and RTD), the steps that will be taken to integrate the three processes, and common requirements for all TIP projects.

A. Three Agencies and Processes

At present, three separate processes exist for selecting transportation projects to receive federal funds within the TIP area; each of the three primary regional transportation planning partners (**DRCOG, CDOT and RTD**) selects projects for the federal funds over which it has authority.

DRCOG selects projects to receive Federal Highway Administration (FHWA) funds (and matching local funding) from the following three programs:

- Surface Transportation Program (STP)-Metro;
- STP-Enhancement; and
- Congestion Mitigation/Air Quality (CMAQ)

Beginning in 2007, DRCOG will also solicit and recommend projects to be funded by the pools for Jobs Access/Reverse Commute (JARC, FTA Section 5316) and New Freedom (FTA Section 5317) in the Denver-Aurora urbanized area.

CDOT selects TIP projects using a variety of federal, state, and local revenues. These include primarily roadway and bridge construction, and operation and maintenance activities, and are listed in the TIP under the following categories:

- 7th Pot (statewide strategic projects);
- Regional Priorities Program (strategic regional CDOT priorities);
- Congestion Relief Program (regional CDOT priorities to improve congestion on the state highway system);
- Surface Treatment (repaving projects);
- Bridge (On-system, Off-system, Discretionary);
- Safety Projects;
- Intelligent Transportation Systems;
- Safe Routes to School;
- FTA Section 5310 (transit capital for elderly & disabled services);
- FTA Section 5316 and 5317 in the rural and small urban portions of the DRCOG region;
- Transportation, Community and System Preservation (TCSP); and
- Other projects using federal discretionary funds.

RTD selects projects using a variety of federal funds and RTD revenues to fund regional transit system construction and operations and maintenance. Its projects follow the Regional Transit Development Program (TDP) and are listed in the TIP under the following categories:

- FTA Section 5307 (transit capital, operations, capital maintenance, studies); and
- FTA Section 5309 (fixed guideway and bus transit capital and studies).

B. Integration of the Three Processes

These three processes are conducted separately until they are integrated into a draft TIP by DRCOG staff. That draft is then reviewed, and recommendations are prepared by the Transportation Advisory Committee (TAC) and Regional Transportation Committee (RTC) before consideration and formal adoption by the DRCOG Board of Directors. DRCOG, CDOT, and RTD are continuing a process of integrating these three project selection processes. For the 2008-2013 TIP, four steps toward process integration will be conducted:

- A strategic corridor focus, initiated in the 2007-2012 TIP, will continue as a unifying theme. The means by which each agency implements this within its selection process is identified in this document.
- The three agencies will participate in each other's separate meetings, discussions and public forums leading to project selection.
- Certain types of projects submitted to DRCOG for consideration can only be submitted with concurrence of CDOT or RTD.
- The three agencies will hold an interagency review and comment on each other's **draft** lists of recommended projects and those not recommended, prior to committee review.

All project sponsors will identify the multimodal connectivity elements planned as part of the projects on their draft lists of recommended TIP projects. All project sponsors are encouraged to discuss their potential projects with relevant agencies (for example: CDOT with affected local agencies; local agencies with CDOT on projects that affect state highways even if the project itself does not touch the state highway; local agencies requesting funds for station area planning).

C. Eligibility Requirements and Commitments for All TIP Projects

1. Eligible Applicants

Eligible applicants for projects to be selected by DRCOG as part of the overall TIP call for funding requests are:

- County and municipal governments
- Regional agencies; specifically, RTD, the Regional Air Quality Council (RAQC), and DRCOG
- the State

DRCOG programs funds identified in the TIP in "pools" at times other than the broader TIP call for funding requests. The processes and policies governing pool project selection are reviewed and approved by the Metro Vision Issues Committee (MVIC).

Non-standard applicant eligibility may be proposed for specific pools as part of the pool's selection process/policy approval process.

CDOT and RTD establish applicant eligibility for the programs in which they select projects.

2. Project Eligibility

All projects to be granted federal funds through the TIP must implement the improvements and/or policies anticipated in the 2035 Metro Vision RTP. The types of projects eligible for specific federal funding sources have been established in the federal transportation bill SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users) and are listed in Appendices A and B.

3. Air Quality Commitments

The TIP **must** implement any submitted State Implementation Plan (SIP) Transportation Control Measures (TCMs) identified in the anticipated fiscally constrained 2035 Metro Vision RTP air quality conformity finding. No TCMs remain from the 2030 Metro Vision RTP conformity; none are anticipated for the 2035 Metro Vision RTP.

4. Eligibility of Roadway Capacity Projects and Project Staging

For TIP roadway capacity projects (i.e., highway widening, new roadways, new interchanges, interchange reconstruction, and Bus/HOV/Bus Rapid Transit lanes), the fiscally constrained 2035 Metro Vision RTP will contain a specific list of projects that implement its objectives. The fiscally constrained 2035 Metro Vision RTP's conformity finding will be based on the implementation of these capacity improvements over time. For the 2008-2013 TIP, any regionally significant roadway capacity project identified in the fiscally constrained 2035 Metro Vision RTP list will be considered eligible for TIP funding. If projects are selected that are not specifically consistent with RTP staging, new air quality conformity modeling will be conducted to support TIP and Plan conformity findings. The 2035 Metro Vision RTP will not have been adopted at the time the call for funding requests is initiated. However, the networks and projects that comprise the fiscally constrained 2035 Metro Vision RTP are expected to be adopted for testing in summer 2007. That list of projects, once adopted, is assumed to be the list of eligible projects for purposes of the 2008-2013 TIP call for funding requests. The call for funding requests will not be issued until this 2035 list is adopted. The list of projects will be inserted into this document as Appendix D and will be posted on the DRCOG web application. RTD and CDOT will also be restricted from proposing regionally significant capacity projects that are not on the adopted 2035 Metro Vision RTP networks for testing.

5. Commitment to Implement Project

Since the TIP is dependent on a satisfactory air quality conformity finding, inclusion of a project in the TIP shall constitute a commitment to complete the project in a timely

manner. For DRCOG-selected projects, a sponsor's submittal of a funding request constitutes this commitment as described by the sponsor on the funding request application form and committed by the sponsor's signature.

Any funding necessary to complete the project *beyond* the federal share allocated in the TIP must be borne by the project sponsor. If project costs increase on CDOT- and RTD-selected projects, they may provide additional federal funds and match equal to the increase or make accommodating reductions in other TIP projects they sponsor to compensate for the increase. If project costs increase on DRCOG-selected projects, sponsors are expected to make up any shortfalls with non-federal funds. Project sponsors with more than one project included in the TIP under the same federal funding source may shift federal funds and match between projects, subject to the administrative and policy amendment process herein and the ability to obligate all federal funds. All projects involved in such amendments must be completed without a change in scope as defined in the application from the project sponsor and within the time period. No such shifts shall leave any project with less than 50 percent federal funding.

All commitments in Environmental Impact Statements (EISs)/Records of Decision (RODs), Environmental Assessments (EAs)/Findings of No Significant Impact (FONSIs), or other National Environmental Policy Act (NEPA) decision documents made during project development must be funded as part of the project.

6. Public Involvement

Public involvement is appropriate at all stages of project development and the responsibility for seeking it lies with the project sponsor. For projects seeking DRCOG-selected funding, early public input is most appropriate as the sponsoring agency is preparing its funding request submittal. The DRCOG committee review process (TAC, MVIC and RTC) and a public hearing at the regional level provide opportunities for public comment prior to Board action on adoption of the TIP or major TIP policy amendments.

7. Advance Construction

For projects selected for TIP funding, a sponsor wishing to accelerate the completion of a project with non-federal funds may do so through a procedure allowed by the FHWA and referred to as Advance Construction.

Through Advance Construction, a project sponsor can independently raise up-front capital for a project and preserve eligibility for future federal funding for that project. At a later point, federal funds can be obligated for reimbursement of the federal share to the sponsor. This technique allows projects to be implemented that are eligible for federal aid when the need arises, rather than when obligation authority for the federal share has been identified. The project sponsor may access capital from a variety of sources, including its own funds and private capital in the form of anticipation notes, commercial paper, and bank loans.

In order to receive future reimbursement for an Advance Construction project, the sponsor must have FHWA “designate” the project and approve it as an Advance Construction project. This process must be initiated through the TIP development process or as an amendment to an adopted TIP, and the FHWA designation must be completed before local funds are spent in order to retain reimbursement eligibility. Because the TIP does not specifically identify the federal/CDOT funding component for CDOT projects, CDOT works directly with FHWA on projects for which it desires Advance Construction designation.

III. DRCOG PROCESS

This chapter describes the DRCOG selection process.

A. Additional Eligibility Requirements and Commitments for DRCOG-Selected TIP Projects

1. Eligibility by Project Type

For the purpose of selecting specific projects for federal funding, DRCOG has established project types. These project types are consistent with the 2030 Metro Vision RTP and the anticipated 2035 Metro Vision RTP and are listed in Table 2. Funding requests submitted as candidates for DRCOG selection must identify the specific project type and must satisfy the eligibility requirements of that project type. Funding requests must also adhere to appropriate requirements below, in addition to the eligibility requirements and commitments listed in the previous chapter.

2. Projects Requiring Concurrence by CDOT or RTD

Funding requests for any projects on State Highways must be submitted by, or with the concurrence of, CDOT. Funding requests for new bus service projects requesting operation by RTD and for “next step” station area planning studies must be submitted with the concurrence of RTD.

3. Projects Requiring a Contract with CDOT

For any projects requiring the sponsor to contract with CDOT to receive federal funds, completion and submittal of the funding request application form is an agreement by the sponsor to use the standard CDOT contract, available from DRCOG, without revision of any of the boilerplate language.

4. Project Submittal Limitations

Each municipality and county in the TIP area may submit up to the following number of new funding requests based on DRCOG’s latest estimate of population or employment:

- Two requests for jurisdictions with a population or employment up to 9,999;
- Four requests for jurisdictions with population or employment between 10,000 and 49,999;
- Six requests for jurisdictions with population or employment between 50,000 and 99,999; and
- Eight requests for communities with a population or employment of 100,000 or more.

The maximum number of funding requests jurisdictions that are both a city and county can submit is double the above listed amounts (reflecting the dual nature). Table 3 lists the number of new funding request submittals allowed by jurisdiction. Other eligible applicants may submit up to eight funding requests.

Table 2
Project Types for DRCOG-Selected Projects

Project Type	Eligibility Requirements and Evaluation Criteria
Roadway Capacity Projects which include: <ul style="list-style-type: none"> • Roadway widening • New road • New interchange • Interchange reconstruction • Bus/HOV/BRT 	See Table 4
Roadway Operational Improvements	See Table 5
Roadway Reconstruction	See Table 6
Rapid Transit	See Table 7
Transit Passenger Facilities	See Table 8
New Bus Service	See Table 9
Bicycle/Pedestrian Projects <ul style="list-style-type: none"> • New construction • Upgrade/reconstruction 	See Table 10
Other Enhancement Projects	See Table 11
Air Quality Improvement Projects	See Table 12
Studies <ul style="list-style-type: none"> • Roadway capacity projects • Operational improvement studies • Station area planning studies 	See Table 13
Congestion Management Programs/Pools, which include: <ul style="list-style-type: none"> • TDM program • RideArrangers program • Traffic signal systems program • Regional ITS pool 	These programs are funded by the TIP but project selection is made in a separate process for each. Contact DRCOG staff for further information. Requests for funding of TDM, traffic signal system/coordination and ITS projects are not eligible to be submitted for consideration as part of the TIP selection process (they are eligible to be submitted at the next opportunity for pool funding consideration).

Table 3
Population and Employment Estimates and Maximum TIP Project Submittals

Place	2006 Population	2006 Employment	#of Submittals
Adams County	422,500	180,200	up to 8
Arapahoe County	543,000	325,300	up to 8
Boulder County	297,000	180,010	up to 8
Douglas County	262,700	104,400	up to 8
Jefferson County	540,400	255,100	up to 8
Arvada	105,500	33,400	up to 8
Aurora	308,000	116,000	up to 8
Bennett	2,300	500	up to 2
Boulder	101,900	97,000	up to 8
Bow Mar	800	100	up to 2
Brighton	28,000	13,100	up to 4
Broomfield (City & County)*	48,500	35,700	up to 8*
Castle Rock	39,000	13,300	up to 4
Centennial	102,500	61,500	up to 8
Cherry Hills Village	6,300	1,600	up to 2
Columbine Valley	1,300	200	up to 2
Commerce City	39,600	25,800	up to 4
Denver (City & County)*	582,500	499,000	up to 16*
Edgewater	5,100	1,500	up to 2
Englewood	32,200	28,400	up to 4
Erie	14,300	1,900	up to 4
Federal Heights	12,100	3,900	up to 4
Foxfield	700	100	up to 2
Glendale	4,700	10,200	up to 4
Golden	19,000	21,800	up to 4
Greenwood Village	14,600	53,100	up to 6
Jamestown	200	100	up to 2
Lafayette	24,600	10,800	up to 4
Lakeside	20	1,200	up to 2
Lakewood	146,400	93,200	up to 8
Larkspur	300	100	up to 2
Littleton	41,900	32,000	up to 4
Lone Tree	10,000	11,400	up to 4
Longmont	83,900	36,600	up to 6
Louisville	19,400	15,000	up to 4
Lyons	1,800	300	up to 2
Morrison	500	700	up to 2
Mountain View	500	100	up to 2
Nederland	1,500	600	up to 2
Northglenn	36,900	11,500	up to 4
Parker	42,600	12,400	up to 4
Sheridan	5,400	8,000	up to 2
Superior	10,800	3,500	up to 4
Thornton	109,800	28,500	up to 8
Ward	200	---	up to 2
Westminster	109,700	41,800	up to 8
Wheat Ridge	32,500	21,700	up to 4

Note: --- = less than 100

5. Financial Requirements

Sponsors must have committed local/state financial support for the match identified for each funding request submitted for consideration. To minimize the administrative burden of managing numerous small projects, sponsors must request at least the following amount of federal funds in any funding request submitted as a candidate for DRCOG selection:

- \$75,000 for non-construction projects
- \$200,000 for construction projects

6. Commitment to Implement Project and Project Delays

As stated in the previous chapter, submittal of a funding request for DRCOG selection shall constitute a commitment to complete the project (if selected) in a timely manner as described in the application form by the project sponsor. Any part of the project scope credited in awarding evaluation points becomes a permanent part of the project scope and must be implemented.

In order to ensure that all obligation authority made available to the region is used, sponsors with funding requests selected for inclusion in the TIP shall work with CDOT or RTD to ensure that all federal requirements are followed, and that the project follows the schedule of implementation programmed in the TIP.

DRCOG will attempt to program federal funding for any construction project over a 3-year period within the TIP. If the federal funds awarded to a project cannot be distributed over at least three years, and if the local sponsor has pledged overmatch, then DRCOG will require the sponsor to program a minimum of \$100,000 or 50% of its pledged overmatch (whichever is less) within the first year to get the project started.

Implementation of a project may be delayed only twice by the project sponsor. A delay is defined as a situation where a project's federal funding is reprogrammed from the originally identified year to a later year, requiring a change in the year federal funding is obligated.

Any single delay is defined as a one-year deferral. This applies to delays reflected by formal TIP amendments, by year-end rollovers, or by sponsor funding-deferral requests for carryover projects during resubmittal for the new TIP. If the deferrals are requested by DRCOG, they are not counted as a delay. The first such delay will be dealt with administratively by DRCOG staff.

At the second delay, the sponsor must appear before the Transportation Advisory Committee, Metro Vision Issues Committee, Regional Transportation Committee, and DRCOG Board to explain the reasons for the continued delays and receive DRCOG Board approval of the second delay. Failure to appear will result in automatic deletion from the TIP without appeal to the Board (and reimbursement of all federal funds expended on the project). Any conditions applied by the Board in approving the second delay become policy.

Any third yearly-obligation delay or breach of second delay Board conditions will result in automatic deletion from the TIP (and reimbursement of all federal funds expended on the project). This action may be appealed to the DRCOG Board. In subsequent contracts with any sponsor that has experienced a third yearly-obligation delay on a project, CDOT may include a “termination for performance” clause.

B. Funding Request Application Form Preparation and Submittal

DRCOG staff shall provide TIP funding request application materials and instructions. For the 2008-2013 TIP, a self-guiding web-based electronic submittal method will be available. At the initiation of the TIP process, DRCOG staff shall conduct a training workshop to explain the TIP process and identify application requirements for project sponsors. DRCOG staff will assist jurisdictions preparing funding request applications, as needed.

All funding request application forms must be complete when submitted to DRCOG as candidates for selection. Incomplete applications will NOT be evaluated for this funding cycle. Any agency contemplating submitting an application with questions regarding the data required to complete its application must contact DRCOG staff at 303-455-1000 **at least two weeks prior to the application deadline**. Information available from DRCOG includes congestion scores from the Congestion Management program, person miles of travel, bridge sufficiency rating, crash data, and population and employment estimates by traffic analysis zone (TAZ).

Complete funding request applications, with formal project commitment forms, will be due no sooner than six weeks after the date of the announcement of the solicitation for funding requests. **Applicants that desire first year TIP funding (i.e., fiscal year 2008) must also submit CDOT’s design data form 463 and checklist with the application.** For all other projects selected for TIP funding, form 463 and the checklist must be completed at least four months in advance of the beginning of the first fiscal year of funding shown in the TIP.

Special Requirement - Roadway Capacity Projects

Most of the roadway capacity projects in the fiscally constrained 2035 Metro Vision RTP are quite costly. To allow for more flexibility in funding consideration in the TIP process, applicants must submit implementation funding requests for only the “next meaningful phase” of such projects in the 2008-2013 TIP. The “next meaningful phase” should be jointly established by the sponsor, CDOT, and DRCOG staff in advance of the submittal. The functional implication of a “meaningful phase” is that a completed phase creates something usable. The evaluation of a project’s submitted phase will be based on the full project. Projects that receive TIP funding for an implementation phase also receive a TIP commitment to continue funding future phases of such projects as long as the phases are meaningful and the sponsor continues to provide match. Two such projects funded in the 2007-2012 TIP have received this commitment: Parker/Arapahoe interchange and 120th Avenue extension. To take advantage of this commitment, these projects must identify their next meaningful phase and submit a revised application for

the full project per the 2008-2013 TIP evaluation criteria. The cost used for the evaluation must be the “full project cost” for the complete project, not just the cost of remaining phases. Sections III.F and III.G identify how such projects will be considered during project selection.

C. Carryover Projects

Projects carried over from the 2007-2012 TIP (i.e., funds shown in fiscal year 2008 or 2009) **must be resubmitted for inclusion in the 2008-2013 TIP.** Carryover projects will be automatically recommitted if four conditions are met in the sponsor’s resubmittal:

- the project scope is not reduced;
- no additional federal funds are requested;
- the CDOT design data form 463 and its checklist are included to demonstrate sponsor readiness to start the contracting process; and
- advance work on engineering, right-of-way acquisition, or environmental clearance work has progressed since the project was originally submitted (this must include, at minimum, conceptual design as specified in Appendix C). Prior to the solicitation for funding requests, DRCOG will ask project sponsors to provide documentation of such advance work. Based on this documentation, DRCOG staff will inform the sponsor if this advance work condition has been met. Projects that have not undertaken such advance work will not be deemed carryover projects and would have to be submitted as a new project if the sponsor still desires federal funding.

Note: Past TIP funding of a study does not imply a commitment to fund implementation of the study’s recommendations; such implementation is not a carryover project.

D. Evaluation and Ranking for New Project Funding Requests

Newly submitted funding requests are considered as follows:

1. Eligibility and completeness review

The applications are reviewed for completeness and to determine if submitted requests meet the eligibility requirements. Applications not meeting the requirements are rejected and not further evaluated.

2. Scoring review

The submitted scoring for each eligible funding request is reviewed for accuracy by DRCOG staff. Each application form requires the sponsor to identify a project type and provide project and sponsor information relevant to the identified evaluation criteria for that project type to compute a score. **The evaluation criteria for each project type are shown in tables 4 through 13.** Scoring inaccuracies will be corrected by DRCOG staff during the review period. A peer review panel may be convened to assist in scoring validation. With the concurrence of the applicant, DRCOG staff may reassign the funding request to another project type than the one selected by the project sponsor, if it will improve either the project’s scoring or its chances for selection.

3. Ranking

A list rank-ordered by validated score is created of eligible funding requests for each project type.

Any submitted SIP TCMs for air quality and any specifically identified air quality conformity actions identified in the RTP shall be selected for the TIP without evaluation.

E. Funding Assessment and Initial Programming

DRCOG staff will estimate how much funding will be available, by funding source, for fiscal years 2008, 2009, 2010 and 2011 in consideration of control totals provided by CDOT and other sources. The total four-year program funding must fund the federal share of both carryover projects and new funding requests.

1. Carryover Projects

DRCOG staff will first make fiscal allowance to fund all approved carryover projects from the 2007-2012 TIP.

2. Congestion Management Programs/ Pools

This TIP Policy reflects an intent to fund the following four programs and pools will be funded in the amounts shown herein from the CMAQ fund source:

- Regional Transportation Demand Management (TDM) program - \$775,000 federal in fiscal year 2008; \$800,000 federal in fiscal year 2009; \$700,000 federal in fiscal year 2010; and \$700,000 federal in fiscal year 2011.
- RideArrangers Program - \$1,950,000 federal in fiscal year 2008; \$2,030,000 federal in fiscal year 2009; \$1,800,000 federal in fiscal year 2010; and \$1,800,000 federal in fiscal year 2011.
- Regional Traffic Signal System Improvement Program - \$3,900,000 federal per year in fiscal years 2008 and 2009; \$3,500,000 federal per year in fiscal years 2010 and 2011.
- Regional Intelligent Transportation Systems (ITS) Pool - \$900,000 federal in fiscal year 2008; \$1,000,000 federal in fiscal year 2009; \$700,000 federal in fiscal year 2010; and \$700,000 federal in fiscal year 2011.

Because TDM, ITS, and signal system/coordination projects have specific pools devoted to them, **funding requests for pool-eligible projects are ineligible to be submitted in this TIP process.** Contact DRCOG staff for further information on the pool programming processes. In the TDM program, startups of new Transportation Management Organizations/ Transportation Management Agencies (TMOs/TMAs) are only eligible for two years of funding, with a required second year local match of 50 percent.

3. Other Commitments

This TIP Policy reflects intent to support implementation of FasTracks (to a total of \$60 million). The CMAQ commitment of \$7.5 million per year for fiscal years 2008 and 2009 approved in the 2007-2012 TIP is retained. For fiscal years 2010 and 2011, the policy intent is to program \$5.5 million per year of CMAQ to FasTracks implementation and put

another \$2 million total (\$1 million per year) on the CMAQ waiting list for programming if additional funds become available.

This TIP Policy also reflects an intent to provide \$2 million total (nominally \$1 million per year in fiscal years 2010 and 2011) of STP-Metro funds to DRCOG for conduct of the Travel Behavior Survey.

4. Selection Process

From the anticipated funds, DRCOG will program the carryover projects, congestion management programs/pools and other commitments. Remaining funding (referred to as not-yet-programmed funding) is designated for selection of new projects from the eligible funding requests in a two-phase process.

F. **First Phase Selection**

In the first of the two phases, new projects are selected directly from the ranked lists of eligible funding requests, to a maximum of 75 percent of not-yet-programmed funding.

Funding targets per project type or groups are established below to implement the objectives in the 2035 Metro Vision RTP. These funding targets are used to establish the maximum selection in the first phase for each project type. Funding requests must score a minimum of 50 points to be selected in the first phase. The results of first phase selection will be presented to the Transportation Advisory Committee and Metro Vision Issues Committee.

Funding targets for first phase selection by funding category (75% of not-yet-programmed funding)

STP-Metro

Roadway Capacity Projects , includes roadway widening, new roadways, new interchanges, interchange reconstruction, Bus/HOV/BRT lane (see text)	60%
Roadway Operational Improvements	20%
Roadway Reconstruction	20%
Studies , includes capacity project and operational improvement studies	0%

CMAQ

Air Quality Improvement Projects	70%
Studies for station area planning activities	20%
New bus service	10%
Non-FasTracks Transit Passenger Facilities	0%

STP-Enhancement

Bicycle/Pedestrian Projects	100%
Other Enhancement Projects	0%

The “next meaningful phase” of roadway capacity projects selected in the 2007-2012 TIP has first call on the funds targeted in the previous table for roadway capacity projects (see Section III.B). If the amount of funding requested for those “next meaningful phases” does not reach the first phase target, the initial meaningful phase of new projects may be selected from the ranked list of roadway capacity projects submitted.

G. Second Phase Selection

The remaining 25 percent of not-yet-programmed funding will be programmed in this second phase of selection, based on these criteria:

- Financial equity of project awards among DRCOG members at the county level.
- Potential cost savings (design, EA, ROW or construction) from merging projects.
- Projects in strategic corridors (see Section II.B and Appendix F).
- Project readiness for construction.
- Projects in very small communities (less than 10,000 population or employment per Table 3).

Financial equity shall be calculated by totaling the federal dollars programmed by county for the past nine years (in current and previous TIPs), proposed for projects in the 2008-2013 TIP from the CDOT and RTD selection processes, and recommended for projects in the 2008-2013 TIP from the first phase selection. Those totals shall be compared to the percent contribution from each county to the region, based on three weighted factors: population (40 percent), gross vehicle miles of travel (40 percent), and transportation-related sales tax revenues (20 percent). A county shall be considered “even” if its estimated percentage of programmed expenditures is within 10 percentage points of its computed percentage of contributions.

While funding request scoring within each project type category will not be the primary consideration for the second selection phase, no submittals scoring below 50 points will be considered except for projects in very small communities (which must score a minimum of 40 points). All remaining eligible submittals will be considered during second phase selection, including submittals in project types with a 0% target in the first phase, for all relevant categories of funds. If the “next meaningful phase” of one or both roadway capacity projects selected in the 2007-2012 TIP cannot be accommodated within the roadway capacity funding target for first phase selection, it shall be explicitly considered during the second phase process. The Metro Vision Issues Committee will make funding request selection recommendations in the second phase.

For roadway capacity projects, this may include recommendations to continue funding the next phase of previously-selected projects or to fund the initial phase of new submittals.

Table 4
Roadway Capacity Projects

Eligibility Criteria

Only regionally-funded roadway widening, new road, new interchange, interchange reconstruction, and Bus/HOV/BRT projects identified in the adopted networks for testing for the fiscally constrained *2035 Metro Vision Regional Transportation Plan* (will be listed in Appendix D after adoption) are eligible for implementation funding. Submittals can only be for “next meaningful phase” of the project jointly defined by applicant, CDOT, and DRCOG as described in Section III.B. Evaluation for the first seven criteria is based on the entire (full) project, not an individual phase(s). Within the urban growth boundary, arterial roadway projects must adhere to urban design standards and must demonstrate that sidewalks are present and will be maintained and replaced or will be added as part of the project. Outside the urban growth boundary, roadway projects must adhere to non-urban design standards and incorporate a high degree of access control. Any current bicycle or transit infrastructure must as a minimum be retained in kind.

Evaluation Criteria	Points	Scoring Instructions
Current congestion	0-12	Based on the degree of current (2006) congestion on the most congested segment of the project: 12 points will be awarded to projects with current congestion score of 18 or more; 0 points to projects with current congestion score of 6 or less; with straight-line interpolation between. Congestion for new road and interchange projects based on current travel paths. <i>Source: DRCOG congestion management program; sponsor may supply location-specific volume data to augment DRCOG data in computation of congestion score.)</i>
Safety	0-5	Based on the project’s estimated crash reduction and weighted crash rate in comparison to the statewide average, up to 5 points will be awarded. Appendix E explains the point allocation. <i>Source: DRCOG or sponsor supplied crash data. Sponsors are encouraged to use qualified traffic personnel for this computation and are asked to indicate that they have done so as part of the application.</i>
Cost-effectiveness	0-10	Based on the project’s current (2005) forecast cost per daily person-miles-of-travel (PMT), up to 10 points will be awarded as follows: <ul style="list-style-type: none"> • For Bus/HOV/BRT, roadway widening, and new road projects: 10 points will be awarded to projects with a cost per PMT of \$50 or less; 0 points to projects with a cost per PMT of \$550 or more; with straight line interpolation between. • For interchange reconstruction and new interchange projects: 10 points will be awarded to projects with a cost per PMT of \$250 or less; 0 points to projects with a cost per PMT of \$2,750 or more; with straight line interpolation between. • PMT for new road and interchange projects based on modeled usage estimates. <i>Source: DRCOG 2005 model data (daily)</i>
Condition of major structure	0-5	Based on the CDOT inspection per the National Bridge Inspection Standards of the included structure, nearby structure, or structure on current travel path, and the resultant bridge sufficiency rating: 5 points will be awarded if the bridge sufficiency rating is 20 or lower; 0 points will be awarded if the bridge sufficiency rating is 80 or higher; with straight line interpolation between. <i>Source: DRCOG from CDOT</i>
Long range plan score	0-15	Based on the score computed by DRCOG for project consideration in the fiscally constrained 2035 Metro Vision RTP process: 15 points will be awarded if the project’s long range score was 80 or higher; 0 points will be awarded if the project’s long-range score was 50 or lower; with straight line interpolation between. <i>Source: DRCOG</i>

**Table 4 (cont.)
Roadway Capacity Projects**

Evaluation Criteria	Points	Scoring Instructions
Transportation system management	0-5	<p>1 point will be awarded for each of the following features to be added to or newly provided as part of the project, up to 5 points (of a possible 6):</p> <ul style="list-style-type: none"> • Provision of raised, depressed, or barrier medians • Access consolidation • Provision of left-turn lanes at signalized intersections • Provision of signal interconnection • Provision of ITS infrastructure • Provision of infrastructure that implements an approved incident management plan.
Multimodal connectivity	0-10	<p>1 point for each of the following, up to 9 points (of a possible 10), will be awarded for the following features being included in and constructed by the project:</p> <ul style="list-style-type: none"> ◦ including transit operational features (e.g., bus pads, queue jump lanes) ◦ including transit amenities (e.g., bus shelters, multimodal information kiosks) ◦ building a new path, bike lanes, or extra-width curb lanes to accommodate a bike facility on a regional or locally adopted plan ◦ grade separating an existing bike/ped trail from the road ◦ providing bike amenities (e.g., bike racks, bike lockers) ◦ building pedestrian links, in addition to what is required (e.g., sidewalks), connecting to adjacent key pedestrian-generating facilities (e.g., parks, transit stations/lots, businesses) as part of the project ◦ providing pedestrian-oriented street lighting ◦ providing street trees and/or a landscaped buffer between the roadway and sidewalk within the street zone ◦ detaching or widening sidewalks beyond what is required ◦ incorporating transit priority or bicycle activation at project signals <p>1 point for commitment by applicant to fund telework, carpooling, and/or vanpooling promotion efforts, targeted to the project corridor (funding identified as part of the project or by contributing funds to a TMO and contributing funds must total a minimum of 2% of the total project cost).</p>
Overmatch	0-12	Based on providing <i>above</i> the minimum 20 percent local funding match: 12 points will be awarded to projects with local match of 50 percent or more; 0 points to projects with the minimum 20 percent local match; with straight line interpolation between.
Project-related Metro Vision implementation and strategic corridor focus	0-14	Up to 14 points will be awarded as described in Appendix F.
Sponsor-related Metro Vision Implementation	0-12	Up to 12 points will be awarded for sponsor actions implementing Metro Vision. Appendix G explains the specific criteria.
Total	100	

Table 5
Roadway Operational Improvement Projects

Eligibility Criteria

Projects on any roadway shown on the 2035 Metro Vision Regional Roadway System (assume Figure 32 of the 2030 Metro Vision RTP document as default) are eligible. Grade separations of any at-grade railroad crossing on the 2030 Metro Vision Regional Roadway System as depicted on Figure 25 of the 2030 Metro Vision RTP are eligible. Within the urban growth boundary, arterial roadway projects must adhere to urban design standards and must demonstrate that sidewalks are present and will be maintained and replaced or will be added as part of the project. Outside the urban growth boundary, roadway projects must adhere to non-urban design standards and incorporate a high degree of access control. Any current bicycle or transit infrastructure must as a minimum be retained in kind.

Evaluation Criteria	Points	Scoring Instructions
Current congestion	0-12	Based on the degree of current (2006) congestion on the most congested approach or segment of the project: 12 points will be awarded to projects with current congestion score of 18 or more; 0 points to projects with current congestion score of 6 or less; with straight-line interpolation between. <i>Sources: Roadways: DRCOG congestion management program. For grade separations, the congestion management program will use the following data as default: Number of trains/day: CDOT (divide by 24 for hourly estimate); Default average closure time = 3 min.; Default estimated recovery time multiplier=1.5. Sponsor may supply location-specific data to augment DRCOG or default data.</i>
Safety	0-7	Based on the project's estimated crash reduction and weighted crash rate in comparison to the statewide average, up to 7 points will be awarded. Appendix E explains the point allocation. <i>Source: DRCOG or sponsor supplied crash data. Sponsors are encouraged to use qualified traffic personnel for this computation and are asked to indicate that they have done so as part of the application.</i>
Cost-effectiveness	0-18	Based on the project's current estimated cost per vehicle hour of travel (VHT) reduced during the peak hour: 18 points will be awarded to projects with a cost per VHT reduced of \$20,000 or less; 0 points to projects with a cost per VHT reduced of \$200,000 or more; with straight line interpolation between. For intersection operations , use intersection operations software (for multiple intersections, sum individual intersection improvements). For grade separations , compute delay by $[(\text{average closure time}) * (\text{estimated recovery multiplier})/2] * [\text{number of trains per hour}] * [\text{volume in peak hour}]/60$. <i>Source: applicant computations.</i>
Usage	0-9	Based on current AWDT/lane of the major roadway (average for overall project length): projects with AWDT/lane of 17,000 or more will receive 9 points; projects with AWDT/lane of 5,000 or less will receive 0 points; with straight line interpolation between.
2035 MVRTP emphasis corridors	0-3	3 points will be awarded to projects on <i>emphasized</i> freeways (mainline or ramps) or major regional arterials on the 2035 Metro Vision RTP <u>Emphasis Corridors</u> map (assume Figure 27 of the 2030 Metro Vision RTP document as default). 2 points will be awarded to projects on <i>emphasized</i> principal arterial segments on that map.

**Table 5 (cont.)
Roadway Operational Improvement Projects**

Evaluation Criteria	Points	Scoring Instructions
Transportation system management	0-5	<p>1 point will be awarded for each of the following features to be added to or newly provided as part of the project, up to 5 points (of a possible 6):</p> <ul style="list-style-type: none"> • Provision of raised, depressed, or barrier medians • Access consolidation • Provision of left-turn lanes at signalized intersections • Provision of signal interconnection • Provision of ITS infrastructure • Provision of infrastructure that implements an approved incident management plan.
Multimodal connectivity	0-8	<p>1 point for each of the following, up to 7 points (of a possible 10), will be awarded for the following features being included in and constructed by the project:</p> <ul style="list-style-type: none"> ◦ including transit operational features (e.g., bus pads, queue jump lanes) ◦ including transit amenities (e.g., bus shelters, multimodal information kiosks) ◦ building a new path, bike lanes, or extra-width curb lanes to accommodate a bike facility on a regional or locally adopted plan ◦ grade separating an existing bike/ped trail from the road ◦ providing bike amenities (e.g., bike racks, bike lockers) ◦ building pedestrian links, in addition to what is required (e.g., sidewalks), connecting to adjacent key pedestrian-generating facilities (e.g., parks, transit stations/lots, businesses) as part of the project ◦ providing pedestrian-oriented street lighting ◦ providing street trees and/or a landscaped buffer between the roadway and sidewalk within the street zone ◦ detaching or widening sidewalks beyond what is required ◦ incorporating transit priority or bicycle activation at project signals <p>1 point for commitment by applicant to fund telework, carpooling, and/or vanpooling promotion efforts, targeted to the project corridor (funding identified as part of the project or by contributing funds to a TMO and contributing funds must total a minimum of 2% of the total project cost).</p>
Overmatch	0-12	Based on providing <i>above</i> the minimum 20 percent local funding match: 12 points will be awarded to projects with local match of 50 percent or more; 0 points to projects with the minimum 20 percent local match; with straight line interpolation between.
Project-related Metro Vision implementation and strategic corridor focus	0-14	Up to 14 points will be awarded as described in Appendix F.
Sponsor-related Metro Vision Implementation	0-12	Up to 12 points will be awarded for sponsor actions implementing Metro Vision. Appendix G explains the specific criteria.
Total	100	

Table 6
Roadway Reconstruction Projects

Eligibility Criteria

Projects on any roadway shown on the 2035 Metro Vision Regional Roadway System (assume Figure 32 of the 2030 Metro Vision RTP document as default) are eligible. Projects must reconstruct the travel way; other surface treatment projects are ineligible. Within the urban growth boundary, arterial roadway projects must adhere to urban design standards and must demonstrate that sidewalks are present and will be maintained and replaced or will be added as part of the project. Outside the urban growth boundary, roadway projects must adhere to non-urban design standards and incorporate a high degree of access control. Any current bicycle or transit infrastructure must as a minimum be retained in kind.

Evaluation Criteria	Points	Scoring Instructions
Pavement condition	0-20	Based on the pavement condition index computed per Appendix H: 20 points will be awarded to projects with a condition index of 25 or lower; 0 points to projects with a condition index of 50 or greater; with straight line interpolation between.
Safety	0-5	Based on the project's estimated crash reduction and weighted crash rate in comparison to the statewide average, up to 5 points will be awarded. Appendix E explains the point allocation. <i>Sponsors are encouraged to use qualified traffic personnel for this computation and are asked to indicate that they have done so as part of the application.</i>
Cost-effectiveness	0-16	Based on the project's current (2005) estimated cost per daily person-miles-of-travel (PMT): projects with a cost per PMT of \$40 or less will receive 16 points; projects with a cost per PMT of \$200 or more will receive 0 points; with straight line interpolation between.
Usage	0-9	Based on current AWDT/lane (average for overall project length): projects with AWDT/lane of 17,000 or more will receive 9 points; projects with AWDT/lane of 5,000 or less will receive 0 points; with straight line interpolation between.
Transportation system management	0-5	1 point will be awarded for each of the following features to be added to or newly provided as part of the project, up to 5 points (of a possible 6): <ul style="list-style-type: none"> • Provision of raised, depressed, or barrier medians • Access consolidation • Provision of left-turn lanes at signalized intersections • Provision of signal interconnection • Provision of ITS infrastructure • Provision of infrastructure that implements an approved incident management plan

**Table 6 (cont.)
Roadway Reconstruction Projects**

Evaluation Criteria	Points	Scoring Instructions
Multimodal connectivity	0-7	<p>1 point for each of the following, up to 6 points (of a possible 10), will be awarded for the following features being included in and constructed by the project:</p> <ul style="list-style-type: none"> ○ including transit operational features (e.g., bus pads, queue jump lanes) ○ including transit amenities (e.g., bus shelters, multimodal information kiosks) ○ building a new path, bike lanes, or extra-width curb lanes to accommodate a bike facility on a regional or locally adopted plan ○ grade separating an existing bike/ped trail from the road ○ providing bike amenities (e.g., bike racks, bike lockers) ○ building pedestrian links, in addition to what is required (e.g., sidewalks), connecting to adjacent key pedestrian-generating facilities (e.g., parks, transit stations/lots, businesses) as part of the project ○ providing pedestrian-oriented street lighting ○ providing street trees and/or a landscaped buffer between the roadway and sidewalk within the street zone ○ detaching or widening sidewalks beyond what is required ○ incorporating transit priority or bicycle activation at project signals <p>1 point for commitment by applicant to fund telework, carpooling, and/or vanpooling promotion efforts, targeted to the project corridor (funding identified as part of the project or by contributing funds to a TMO and contributing funds must total a minimum of 2% of the total project cost).</p>
Overmatch	0-12	Based on providing <i>above</i> the minimum 20 percent local funding match: 12 points will be awarded to projects with local match of 50 percent or more; 0 points to projects with the minimum 20 percent local match; with straight line interpolation between.
Project-related Metro Vision implementation and strategic corridor focus	0-14	Up to 14 points will be awarded as described in Appendix F.
Sponsor-related Metro Vision Implementation	0-12	Up to 12 points will be awarded for sponsor actions implementing Metro Vision. Appendix G explains the specific criteria.
Total	100	

Table 7
Rapid Transit Projects

Eligibility Criteria

Only fixed guideway transit projects identified in the rapid transit system of the fiscally constrained 2035 Metro Vision RTP (assume Figure 33 of the Metro Vision RTP as default) are eligible for funding. The Regional Transportation District is the only eligible implementing agency (applicant).

Evaluation Criteria
The fiscally constrained rapid transit system reflects the results of a voter-approved initiative called FasTracks. Corridors and implementation timing were part of the package approved by the voters. The Policy herein reflects intent to provide funding as identified in Section III.E.3 to assist the implementation of FasTracks. Commitments in future years are envisioned but not specifically granted herein. RTD is required to submit funding request applications for relevant, meaningful, identifiable aspects of its approved FasTracks plan for DRCOG to honor the policy. Because the corridors and timing have voter approval, and because the DRCOG selection contribution is modest in comparison to the entire FasTracks program, it is not required that RTD funding requests in this project type be evaluated.

Table 8
Transit Passenger Facilities Projects

Eligibility Criteria

Any stations, transfer facilities, or park-n-Ride lots identified in the 2035 Metro Vision RTP (assume Appendices 1 and 2 of the 2030 Metro Vision RTP as default).

Evaluation Criteria	Points	Scoring Instructions
Usage	0-30	Based on the estimated average number of persons to be served per day at the new facility six months after its completion: 30 points will be awarded to projects serving more than 5,000 people; 0 points to facilities serving less than 1,500; with straight-line interpolation between.
Air Quality Benefits	0-8	Transit passenger facilities projects may reduce air pollution by reducing VMT. Based on the daily reduction in pounds of total air pollutants expected from this project, as a percentage of the regional total from mobile sources, 8 points will be awarded to projects which would reduce 0.3% of the regional total or more; 0 points to projects which would reduce no pollution; with straight-line interpolation between. <i>Source: sponsor estimates of VMT reduction from estimates of use, trip length, and prior mode.</i>
Multi-modal Connectivity	0-24	On the basis of number of modes ¹ served at the new facility, 3 points will be awarded for each mode of travel served up to a maximum of 24 points.
Overmatch	0-12	Based on providing <i>above</i> the minimum 20 percent local funding match: 12 points will be awarded to projects with local match of 50 percent or more; 0 points to projects with the minimum 20 percent local match; with straight line interpolation between.
Metro Vision project-related implementation and strategic corridor focus	0-14	Up to 14 points will be awarded as described in Appendix F
Metro Vision sponsor-related Implementation	0-12	Up to 12 points will be awarded for sponsor actions implementing Metro Vision. Appendix G explains the specific criteria.
Total	100	

¹ Modes are defined as:

- | | |
|--|---|
| - Local or limited bus service | - express or regional bus service |
| - mall shuttle or circulator bus | - intra-regional commuter rail |
| - inter-regional commuter rail | - Light rail |
| - inter-city van/limo (gaming, ski areas | - inter-city rail (AMTRAK, ski train, etc.) |
| - private inter-city bus and charter bus service | - bicycle |
| - pedestrian | - auto parking |
| - rental car | |

Table 9
New Bus Service Projects

Eligibility Criteria

The following conditions must be met in order to be eligible as a new bus service project:

1. New bus service is defined as service where no other motorized transit for use by the general public currently exists.
2. New bus service must have an minimum of 3 years of detailed and allocated program funding that includes line item budgets for the following:
 - a. Vehicles
 - b. Physical improvements
 - c. Marketing
 - d. Operations
 - e. Others as defined.
3. New bus service **must** employ a marketing program to identify and reach prospective riders, in both the short and long term. Sponsors must describe this program in the application and should include its costs unless another funding source is committed.
4. Any sponsor proposal for RTD to run the daily operation of a requested transit service must obtain concurrence from RTD in written form. RTD will only consider granting concurrence if sponsors submit formal requests to RTD that are received no later than 7 days after the solicitation for funding requests is announced.
5. Any requests for RTD concurrence on any other aspect of new bus service, besides running the daily operation of the new service as stated above, such as long-term funding support, must be submitted and received by RTD 30 days in advance of the funding request submittal deadline. RTD may request usage/cost-effectiveness data prior to issuing any concurrence.

Evaluation Criteria	Points	Scoring Instructions
Usage	0-16	Based on projected daily boardings that are anticipated 12 months after initiation of service: 16 points will be awarded to projects with boardings above the RTD Service Standard average (varies based on the specific bus service class and their appropriate Service Standard, as described in Appendix I); 0 points to projects with boardings below the RTD 10% Service Standard; with straight-line interpolation between. The specific classes of new bus service include: urban local, suburban local, express, regional, and call-n-ride. A detailed description of the estimated ridership must be supplied with the submittal, per Appendix I. An independent/peer review will be performed on the ridership.
Cost-effectiveness	0-15	Based on the projected subsidy per passenger that is anticipated 12 months after initiation of service: 15 points will be awarded to projects with a subsidy below the RTD Service Standard average (varies based on the specific bus service class and their appropriate Service Standard, as described in Appendix I); 0 points to projects with a subsidy above the RTD 10% Service Standard; with straight-line interpolation between.

**Table 9 (cont.)
New Bus Service Projects**

Evaluation Criteria	Points	Scoring Instructions
Long-term funding	0-15	15 points awarded to projects with an additional 2 years of total program funding support, beyond the required minimum of 3 years (5 years total), which must be obtained in writing from either: <ol style="list-style-type: none"> 1. An independent funding source; 2. RTD via a letter of support; or 3. A combination of the two. Zero points will be awarded to projects that do not define an additional 2 years of funding support.
Connectivity	0-8	4 points will be awarded if the new service fills an existing service gap. 2 points will be awarded if the new service connects to existing park-n-Ride lots and transit stations. 1 point will be awarded for each transit route connected (up to 2 routes)
Air Quality (VMT)	0-8	New bus service projects may reduce air pollution by reducing VMT. Based on the daily reduction in pounds of total air pollutants expected from this project, as a percentage of the regional total from mobile sources, 8 points will be awarded to projects which would reduce greater than 0.3% of the regional total; 0 points to projects which would reduce no pollution; with straight-line interpolation between. <i>Source: sponsor estimates of VMT reduction from estimates of use, trip length, and prior mode.</i>
Overmatch	0-12	Based on providing <i>above</i> the minimum 20 percent local funding match: 12 points will be awarded to projects with local match of 50 percent or more; 0 points to projects with the minimum 20 percent local match; with straight line interpolation between.
Metro Vision project-related implementation and strategic corridor focus	0-14	Up to 14 points will be awarded as described in Appendix F.
Metro Vision sponsor-related Implementation	0-12	Up to 12 points will be awarded for sponsor actions implementing Metro Vision. Appendix G explains the specific criteria.
Total	100	

Table 10
Bicycle/Pedestrian Projects

Eligibility Requirements (All Projects)

1. Pedestrian and bicycle projects must be on facilities contained in an **adopted** local or regional plan.
2. Any new or reconstructed pavement must be designed and constructed to withstand occasional vehicle travel (emergency vehicles).
3. If project consists of multiple, non-contiguous elements, all elements must either be a) on the same facility (primary corridor) OR b) within ¼ mile of the largest element of the project.
4. Projects that consist of both a new construction element and an upgrade and/or reconstruction element must be categorized as either one or the other to score the project. That categorization is determined by the element proposed in the largest contiguous segment of the project, based on linear feet.

Eligibility Requirements (New Construction Projects Only)

5. New construction projects are defined as projects that will result in a new facility where pedestrian and/or bicycle infrastructure does not currently exist.
6. New construction projects must accomplish connectivity. Examples of connectivity include, but are not limited to:
 - Closing a gap between two existing bicycle facility sections
 - Improving access to transit
 - Providing pedestrian and bicycle facilities connecting to schools, parks, shopping, and/or employment
 - Eliminating barriers
 - Linking a bicycle facility to a 2035 Metro Vision RTP roadway that serves bicyclists

Eligibility Requirements (Upgrade/Reconstruction Projects Only)

7. Upgrade construction projects are defined as projects that are an upgrade or operational enhancement to an existing facility that does NOT currently meet ADA/AASHTO design standards.
8. Reconstruction projects are defined as projects that reconstruct the total pavement of a facility due to pavement deterioration.
9. For a project to be proposed as a pavement reconstruction project, the Pavement Condition Index, computed according to the methods in Appendix H, must have a PCI score 25 or less for asphalt surfaces and/or 35 or less for concrete surfaces AND the original pavement must be more than 20 years old.

Evaluation Criteria	Points	Scoring Instructions
		EVALUATION CRITERIA FOR ALL PROJECTS
Project Type	0-3	<ul style="list-style-type: none"> • 3 points will be awarded for new construction projects • 0 points will be awarded for upgrade and/or reconstruction projects on existing facilities

**Table 10 (cont.)
Bicycle and Pedestrian Projects**

Evaluation Criteria	Points	Scoring Instructions
RTP Priority Corridors	0-4	<p>If project consists of multiple elements not all on the same corridor, scoring in this category will be based on the largest contiguous element. Score 4 points maximum:</p> <ul style="list-style-type: none"> • 4 points will be awarded for bike projects that are on Regional Bicycle Corridors in the Pedestrian and Bicycle Element of the 2030 Metro Vision RTP (Figure 19 of that document or within ¼ mile of <u>AND</u> fulfilling the function of the facility depicted on Figure 19) • 3 points will be awarded for bike projects on Community Bicycle Corridors in that element (Figure 19 of the noted document or within ¼ mile of <u>AND</u> fulfilling the function of the facility depicted on Figure 19) • 1 point will be awarded for bike projects on an adopted local plan <p align="center">OR</p> <ul style="list-style-type: none"> • 4 points will be awarded for pedestrian projects along 2035 Metro Vision RTP major regional arterials (assume Figure 32 of the 2030 Metro Vision RTP document as default) or within 1/8 mile of <u>AND</u> fulfilling the function of the facility depicted on Figure 32 • 3 points will be awarded for pedestrian projects along 2030 Metro Vision RTP principal arterials (Figure 32 of the 2030 Metro Vision RTP document as default) or within 1/8 mile of <u>AND</u> fulfilling the function of pedestrian movement for the facility depicted on Figure 32 • 1 point will be awarded for pedestrian projects on a corridor on an adopted local plan
User Base	0-8	<p>Up to 8 points will be awarded based on the estimated user base of a project as follows: projects with a user base of <u>50,000</u> or more will receive 8 points; projects with a user base of <u>2,000</u> or less will receive 0 points; with straight line interpolation between.</p> <p><i>Source: the project's user base is the combined sum of the DRCOG 2015 traffic analysis zone (TAZ) population and employment estimates within a 1.5 mile radius of the project area for a bicycle project and within a 0.5 mile radius for a pedestrian project, except where applicants can document an alternate user base for the project. For projects with non-contiguous elements, sponsors will compute the user base for each element. The project's overall user base is the weighted average based on the percent of the project length in each element compared to the overall length.</i></p>
Cost-effectiveness	0-8	Based on the user base calculated above: projects with a total cost per user base below \$2 will receive 8 points; projects with a total cost per user base above \$50 will receive 0 points; with straight line interpolation between.
Overmatch	0-12	Based on providing <i>above</i> the minimum 20 percent local funding match: 12 points will be awarded to projects with local match of 50 percent or more; 0 points to projects with the minimum 20 percent local match; with straight line interpolation between.

**Table 10 (cont.)
Bicycle and Pedestrian Projects**

Evaluation Criteria	Points	Scoring Instructions
Project-related Metro Vision implementation and strategic corridor focus	0-14	Up to 14 points will be awarded as described in Appendix F.
Sponsor-related Metro Vision Implementation	0-12	Up to 12 points will be awarded for sponsor actions implementing Metro Vision. Appendix G explains the specific criteria.
Total	61	

Evaluation Criteria	Points	Scoring Instructions
		EVALUATION CRITERIA NEW CONSTRUCTION PROJECTS ONLY
Safety	0-10	<p>Projects will be evaluated on the anticipated <i>improvement</i> of existing safety problems to be made by building new facilities for non-motorized travel.</p> <p>Three measures of safety improvement will be awarded:</p> <ol style="list-style-type: none"> 1. Relevant crash history Based on the number of <i>documented</i> injury accidents: <ul style="list-style-type: none"> ○ created by the interaction between motorized and non-motorized traffic; ○ in the area to be affected by the proposed new facility; and ○ occurring over the last three-year period for which data is available. 1 point will be awarded for each applicable injury accident, up to a maximum of 4 2. Conflict factor If the existing facilities are roadways that allow interaction between motorized and non-motorized traffic, and if the project will build new facilities for the non-motorized traffic, to eliminate or reduce the conflict factor, the project will earn safety points. Based on the speed limit on the existing facilities, up to 4 points will be awarded as follows: <ul style="list-style-type: none"> • 1 points will be awarded if the existing speed limit is 30 MPH or less; • 2 points will be awarded if the existing speed limit is 35 MPH; • 3 points will be awarded if the existing speed limit is 40 MPH; or • 4 points will be awarded if the existing speed limit is 45 MPH or above. 3. Facility lighting 2 points will be awarded to projects that will provide ADA/AASHTO compliant lighting to facilitate non-motorized travel on the planned facilities, if no lighting is currently available.

Table 10 (cont.)
Bicycle and Pedestrian Projects

Evaluation Criteria	Points	Scoring Instructions
Connectivity	0-17	<p>Up to 17 points will be awarded for specific project attributes that address existing local or regional connectivity of non-motorized travel. Points will be awarded as follows:</p> <p>Connectivity measures - gap closure (score points for only one of these two)</p> <ul style="list-style-type: none"> • 4 points - completely closing a gap between two existing bicycle facility/sidewalk sections • 2 points - completely closing a gap between an existing pedestrian/bicycle facility and an RTP roadway that serves pedestrian/bicyclists <p>Connectivity measures - access (score points for only one of these three)</p> <ul style="list-style-type: none"> • 3 points - provide direct access (project directly touching) to a school • 2 points - provide direct access (project directly touching) to an employment center with greater than 2,000 jobs • 1 points - provide direct access (project directly serving) to such destinations as employment, shopping, dining, or government buildings, or recreational destinations such as parks or recreational facilities <p>Connectivity measures - barrier elimination (score points for only one of these three)</p> <ul style="list-style-type: none"> • 5 points - entirely eliminate a barrier (railway, highway, waterway) for pedestrians or cyclists by grade separating • 3 points - entirely eliminate a barrier (railway, highway) for pedestrians or cyclists by providing a controlled crossing where one does not currently exist (demonstrate achievement of signal warrant if signal proposed) • 1 point - construct at least one phase of a multi-phase improvement (as dictated through an approved plan) towards eliminating a barrier (railway, highway, waterway) <p>Connectivity measures - transit (score points for only one of these if applicable)</p> <ul style="list-style-type: none"> • 3 points - provide new <u>direct</u> access to “transit” within 1.5 miles for bike projects and within 0.5 miles for pedestrian projects. “Transit” is stations, park-n-Ride lots, or transit terminals existing, in final design, or under construction; or existing bus stops serving 3 or more routes • 1 point - provide new <u>indirect</u> access (serving via an existing linkage) to “transit” within 1.5 miles for bike projects and within 0.5 miles for pedestrian projects. “Transit” is stations, park-n-Ride lots, or transit terminals existing, in final design, or under construction; or existing bus stops serving 3 or more routes

Table 10 (cont.)
Bicycle and Pedestrian Projects

Evaluation Criteria	Points	Scoring Instructions
Connectivity (cont.)		Connectivity Measures – location (score 2 points maximum) <ul style="list-style-type: none"> • 2 points – project is located in the jurisdiction of more than one local governmental entity (with written confirmation and agreement by the other affected governmental entities besides the applicant) • 1 point – project connects 2 or more neighborhoods where an exclusive bicycle and/or pedestrian access does not currently exist, excluding roadways.
Multiple enhancements	0-4	Up to 4 points will be awarded for multiple enhancements (score all that apply): <ul style="list-style-type: none"> • 2 points if project will provide facilities for bidirectional use by both bicycles and pedestrians (10 ft. minimum width) • 1 or 2 points if project will provide bicycle lockers or racks; 1 point for each 10 racks or 3 lockers, up to 2 points
Air Quality Benefits	0-8	New bike/ped projects may reduce air pollution by reducing VMT. Based on the daily reduction in pounds of total air pollutants expected from this project, as a percentage of the regional total from mobile sources, 8 points will be awarded to projects which would reduce 0.3% of the regional total or more; 0 points to projects which would reduce no pollution; with straight-line interpolation between. <i>Source: sponsor estimates of VMT reduction from estimates of use, trip length, and prior mode.</i>
Total	39	

**Table 10 (cont.)
Bicycle and Pedestrian Projects**

Evaluation Criteria	Points	Scoring Instructions
		EVALUATION CRITERIA UPGRADE/RECONSTRUCTION PROJECTS ONLY
Safety	0-14	<p>Projects will be evaluated on the anticipated <i>improvement</i> of existing safety problems to be made by upgrading or reconstructing the facilities for non-motorized travel.</p> <p>Three measures of safety improvement will be awarded:</p> <ol style="list-style-type: none"> 1. Relevant crash history Based on the number of <i>documented</i> injury accidents: <ul style="list-style-type: none"> ○ created by the interaction between motorized/non-motorized traffic or non-motorized/non-motorized traffic; ○ on or at the facility; and ○ occurring over the last three-year period for which data is available. 1 point will be awarded for each applicable injury accident, up to a maximum of 4 2. ADA/AASHTO Standards (score for all that are applicable) If the existing facilities do not meet current ADA and/or AASHTO design standards, up to 2 points per improvement will be awarded if the project includes provisions to do the following and upgrade the facility to meet ADA and/or AASHTO requirements: <ul style="list-style-type: none"> • 2 points will be awarded if an existing facility currently has an 8% or greater grade over 300 feet and is reduced to a grade of 5% or lower • 2 points will be awarded if a current narrower trail or path will be increased to a 10 foot or greater width to allow for bidirectional multi-purpose use • 2 points will be awarded if substandard radii are improved to meet AASHTO standards • 2 points will be awarded if substandard sight distance is improved to comply with AASHTO standards 3. Facility lighting 2 points will be awarded to projects that will add ADA/AASHTO compliant lighting to facilitate non-motorized travel on the planned facilities, if lighting is not currently available.
Connectivity	0-13	<p>Up to 13 points will be awarded for specific project attributes that address existing local or regional connectivity of non-motorized travel. Points will be awarded as follows:</p> <p>Connectivity measures - access (score points for only one of these three)</p> <ul style="list-style-type: none"> • 3 points – provides upgraded access (to ADA/AASHTO standards) to a school • 2 points - provides upgraded access (to ADA/AASHTO standards) to an employment center with greater than 2,000 jobs • 1 point - provides upgraded access (to ADA/AASHTO standards) to such destinations as employment, shopping, dining, or government buildings, or recreational destinations such as parks or recreational facilities

Table 10 (cont.)
Bicycle and Pedestrian Projects

Evaluation Criteria	Points	Scoring Instructions
Connectivity (cont.)		<p>Connectivity measures - barrier elimination (score points for only one of these four)</p> <ul style="list-style-type: none"> • 5 points - entirely eliminate an existing barrier (railway, highway, waterway) for pedestrians or cyclists by grade-separating • 3 points - entirely eliminate an existing barrier (railway, highway) for pedestrians or cyclists by providing a controlled crossing where one does not currently exist (demonstrate achievement of signal warrant if signal proposed) • 2 points - improvements upgrade the non-motorized facility geometrics/traffic control to meet ADA and/or AASHTO requirements where the facility intersects at-grade with motorized vehicle traffic • 1 point - construct at least one phase of a multi-phase improvement (as dictated through an approved plan) towards eliminating a barrier (railway, highway, waterway) <p>Connectivity measures - transit (score points for only one of these if applicable)</p> <ul style="list-style-type: none"> • 3 points – reconstruct or upgrade (to make it ADA/AASHTO compliant) <u>direct</u> access to “transit” within 1.5 miles for bike projects and within 0.5 miles for pedestrian projects. “Transit” is stations, park-n-Ride lots, or transit terminals existing, in final design, or under construction; or existing bus stops serving 3 or more routes • 1 point - reconstruct or upgrade (to make it ADA/AASHTO compliant) <u>indirect</u> access (serving via an existing linkage) to “transit” within 1.5 miles for bike projects and within 0.5 miles for pedestrian projects. “Transit” is stations, park-n-Ride lots, or transit terminals existing, in final design, or under construction; or existing bus stops serving 3 or more routes <p>Connectivity Measures – location (score 2 points maximum)</p> <ul style="list-style-type: none"> • 2 points – project that is being reconstructed or upgraded (to make it ADA/AASHTO compliant) is located in the jurisdiction of more than one local governmental entity (with written confirmation and agreement by the other affected governmental entities besides the applicant) • 1 point – facility that is being reconstructed or upgraded (to make it ADA/AASHTO compliant) connects 2 or more neighborhoods where an exclusive bicycle and/or pedestrian access does not currently exist, excluding roadways.
Multiple enhancements	0-4	<p>Up to 4 points will be awarded for multiple enhancements (score all that apply):</p> <ul style="list-style-type: none"> • 1 point if the project will provide new or additional amenities for facility users (benches, fountains, directional or distance signage, restrooms, etc.) • Up to 3 points if project will provide additional bicycle lockers or racks to what already exists; 1 point for each 10 racks or 3 lockers, up to 3 points

Table 10 (cont.)
Bicycle and Pedestrian Projects

Evaluation Criteria	Points	Scoring Instructions
Existing Users	0-8	Based on current recorded use, facilities with <u>450</u> users or more during the AM 2-hour peak will receive 8 points; facilities with <u>50</u> users or less during the AM 2-hour peak will receive 0 points; with straight line interpolation between. Users are to be counted at a representative location in the project area. <i>Source: Actual count from applicant between 7am and 9am on a Tuesday, Wednesday, or Thursday between August 7 and August 23, 2007</i>
Total	39	

Table 11
Other Enhancement Projects

Eligibility Criteria

Any other transportation-related projects meeting FHWA eligibility rules, as outlined in Appendix B.

Evaluation Criteria	Points	Scoring Instructions
Benefit	0-32	<p>Score up to 32 points total for the category that best fits your project:</p> <p><i>Transportation-Related Historic Preservation / Archaeological Projects will be awarded:</i></p> <ul style="list-style-type: none"> • 16 points if this project is part of a local, regional, or state preservation or archaeological effort. • 8 points if this project positively affects the regional transportation system (see 2035 Metro Vision RTP). • 8 points if this project is a good use of public dollars. The economic benefits (i.e., revitalization of tourism and/or reduction in public and private expenditures) must be quantified. <p><i>Transportation Aesthetics and Scenic Values Projects will be awarded:</i></p> <ul style="list-style-type: none"> • 8 points if this project is part of the state's scenic highway program. • 8 points if this project removes a visual blight. • 8 points if the project enhances the visual environment. • 8 points if this project is a good use of public dollars. The economic benefits must be quantified. <p><i>Projects which Mitigate Water Pollution due to Highway Runoff will be awarded:</i></p> <ul style="list-style-type: none"> • 16 points for a project which implements mitigation measures identified in the Colorado Department of Health Non-Point Source Management Program and/or DRCOG Clean Water Plan for a demonstrated water quality problem. • 8 points if evidence is provided that the proposed mitigation will improve water quality, preserve wetlands, or create new ones. • 8 points if this project is a good use of public dollars. The economic and environmental benefits must be quantified.
Cost-effectiveness	0-30	All projects in this category will be compared by their cost per benefit point calculated above: projects with a total cost per benefit point below \$8,000 will receive 30 points; projects with a total cost per benefit point above \$80,000 will receive 0 points; with straight line interpolation between.
Overmatch	0-12	Based on providing <i>above</i> the minimum 20 percent local funding match: 12 points will be awarded to projects with local match of 50 percent or more; 0 points to projects with the minimum 20 percent local match; with straight line interpolation between.
Project-related Metro Vision implementation and strategic corridor focus	0-14	Up to 14 points will be awarded as described in Appendix F.
Sponsor-related Metro Vision Implementation	0-12	Up to 12 points will be awarded for sponsor actions implementing Metro Vision. Appendix G explains the specific criteria.
TOTAL	100	

Table 12
Air Quality Improvement Projects

Eligibility Criteria

CMAQ-eligible transportation-related air quality improvement projects (see Appendix A). All submitted funding requests must provide an estimate of air pollutant emissions reduction. TDM, ITS, and signal system/coordination projects eligible for funding in specific pools (see Section III.E) are ineligible to be submitted as funding requests in the TIP process. Pedestrian/bicycle, rapid transit, HOV, new bus service, roadway operations, and study funding requests should be submitted in appropriate project types, not as air quality improvement projects.

Evaluation Criteria	Points	Scoring Instructions
Project Type	0-4	4 points will be awarded for diesel retrofit projects 0 points will be awarded for all other air quality improvement projects that are not diesel retrofit project
Benefit	0-29	<p><i>For projects which would indirectly reduce air pollution by reducing VHT or VMT or for projects which would directly address the reduction of multiple air pollutants:</i> Based on the daily reduction in pounds of <i>total</i> air pollutants expected from the project, as a percentage of the regional total from mobile sources, 29 points will be awarded to projects which would reduce greater than 0.3% of the regional total; 0 points to projects which would reduce no pollution; with straight-line interpolation between.</p> <p><i>For projects which directly address reduction of a specific air pollutant (NOx, CO, PM2.5, PM10 or VOC):</i> Based on the daily reduction in pounds of any <i>single</i> pollutant as a percentage of the regional mobile source total from that pollutant: 29 points will be awarded to projects which would reduce above 0.3% of the regional total; 0 points to projects which would reduce no pollution; with straight-line interpolation between.</p> <p>Only projects scoring at least one point for Benefit are eligible for funding under this project type.</p>
Cost-effectiveness	0-29	Based on the anticipated daily cost in dollars per pound of total daily air pollutant reduction expected over the life of the project in years: 29 points will be awarded to projects which would cost below \$0.25 per pound; 0 points to projects which would cost above \$1.00 per pound; with straight-line interpolation between.
Overmatch	0-12	Based on providing <i>above</i> the minimum 20 percent local funding match: 12 points will be awarded to projects with local match of 50 percent or more; 0 points to projects with the minimum 20 percent local match; with straight line interpolation between.
Metro Vision project-related implementation and strategic corridor focus	0-14	Up to 14 points will be awarded as described in Appendix F.
Metro Vision sponsor-related Implementation	0-12	Up to 12 points will be awarded for sponsor actions implementing Metro Vision. Appendix G explains the specific criteria.
Total	100	

**Table 13
Studies**

Eligibility Criteria

Only three types of studies are eligible for funding requests for the 2008-2013 TIP:

- **Roadway capacity project** studies to further project development for regionally-funded roadway widening, new road, new interchange, interchange reconstruction, and Bus/HOV/BRT projects identified in the adopted networks for testing for the fiscally constrained 2035 Metro Vision RTP (will be listed in Appendix D after adoption);
- **Operational improvement** studies to identify low-cost system management and operational improvements to reduce congestion on an arterial corridor (or portion thereof but not less than one mile in length) shown on the 2035 Metro Vision Regional Roadway System (assume Figure 32 of the 2030 Metro Vision RTP document as default); and
- Studies to further implementation of the fiscally constrained rapid transit system (assume Figure 33 of the 2030 Metro Vision RTP document as default). Such studies include the three types of station area planning studies described below.
 - Corridor-wide TOD workshops focusing on:
 - Maximizing both transit operations and TOD
 - Involving all the local jurisdictions and other major stakeholders
 - Completing a TOD action plan identifying, on a corridor basis, such things as needed plan updates, code revisions, and financial or regulatory incentives
 - Creation and adoption of a station area master plan (2020 horizon or beyond). The scope for such a study/plan **must include**:
 - Definition of station area activity focus (character, nature, typology)
 - Station area market study
 - Identification (map) of type and density of future land uses
 - Circulation plan(s) (maps) for motor vehicles, transit, bicycle and pedestrian modes
 - Identification (map) of pedestrian areas and characteristics
 - Public spaces plan (map)
 - Identification of the transportation impacts and air quality benefits of the proposed plan (CMAQ benefits reporting requirement)
 - Identification of land use and other actions necessary to accomplish the station area master plan
 - Active involvement by RTD and the public in the development of the plan
 - Additional studies to further the development of the station area if a station area master plan has already been adopted. Such “next step” studies are only eligible if they:
 - Are for planning activities that are clearly and unambiguously related to transportation infrastructure for use by the general public, AND
 - Are for planning/design activities that do not conflict with RTD planning/design activities as demonstrated by a letter of concurrence from RTD, AND
 - Total no more than \$200,000 federal funds awarded for transportation-related planning activities at an individual station, aggregate (total of funds awarded for preparation of a master plan and any “next step” studies over ALL TIP cycles for which station area planning funds are awarded).

No more than three stations can be included in any single funding request for a station area master plan or additional studies. Funding requests for corridor-wide workshops have no limit on number of stations. When multiple stations are included, all evaluation criteria refer to the average conditions for those locations. Corridor-wide TOD workshops and creation and adoption of an initial station area master plan are higher priorities than “next step” studies.

**Table 13 (cont.)
Studies**

Evaluation Criteria	Points	Scoring Instructions
		For roadway capacity project studies and operational improvement studies
Current congestion	0-20	Based on the degree of current (2006) congestion on the most congested segment of the project: 20 points will be awarded to projects with current congestion score of 20 or more; 0 points to projects with current congestion score of 0; with straight-line interpolation between. For studies for new roads or new interchange projects, congestion based on current travel paths. <i>Source: DRCOG congestion management program; sponsor may supply location-specific volume data to augment DRCOG data in computation of congestion score.)</i>
Usage	0-16	Based on estimated 2005 AWDT/lane of the major roadway (average for overall project length): projects with AWDT/lane of 17,000 or more will receive 16 points; projects with AWDT/lane of 5,000 or less will receive 0 points; with straight line interpolation between. <i>Source: DRCOG 2005 model (daily)</i>
Other criticality criteria	0-26	<p>For roadway capacity project studies: A maximum of 15 points will be awarded based on the score computed by DRCOG for project consideration in the fiscally constrained 2035 Metro Vision RTP process: 15 points will be awarded if the project's long-range score was 75 or higher; 0 points will be awarded if the project's long-range score was 45 or lower; with straight line interpolation between. <i>Source: DRCOG</i> AND a maximum of 5 points will be awarded based on the CDOT inspection per the National Bridge Inspection Standards of the included structure, nearby structure, or structure on current travel path, and the resultant bridge sufficiency rating: 5 points will be awarded if the bridge sufficiency rating is 20 or lower; 0 points will be awarded if the bridge sufficiency rating is 80 or higher; with straight line interpolation between. <i>Source: DRCOG from CDOT</i> AND a maximum of 6 points will be awarded based on the project's current (2005) forecast cost per daily person-miles-of-travel (PMT):</p> <ul style="list-style-type: none"> • For Bus/HOV/BRT, roadway widening, and new road projects: 6 points will be awarded to projects with a cost per PMT of \$50 or less; 0 points to projects with a cost per PMT of \$550 or more; with straight line interpolation between. • For interchange reconstruction and new interchange projects: 6 points will be awarded to projects with a cost per PMT of \$250 or less; 0 points to projects with a cost per PMT of \$2,750 or more; with straight line interpolation between. • PMT for new road and interchange projects based on modeled usage estimates. <i>Source: DRCOG 2005 model data (daily)</i> <p>For operational improvement studies: A maximum of 20 points will be awarded based on the weighted crash rate of the study (area) corridor in comparison to the statewide average. Appendix E explains the point allocation. AND a maximum of 6 points will be awarded based on inclusion on the 2035 Metro Vision RTP <u>Emphasis Corridors</u> map (assume Figure 27 of the 2030 Metro Vision RTP document as default): 6 points will be awarded to freeway or major regional arterial corridors. 3 points will be awarded to emphasized principal arterial corridors.</p>

**Table 13 (cont.)
Studies**

Evaluation Criteria	Points	Scoring Instructions
Overmatch	0-12	Based on providing <i>above</i> the minimum 20 percent local funding match: 12 points will be awarded to projects with local match of 50 percent or more; 0 points to projects with the minimum 20 percent local match; with straight line interpolation between.
Project-related Metro Vision implementation and strategic corridor focus	0-14	Up to 14 points will be awarded as described in Appendix F.
Sponsor-related Metro Vision implementation	0-12	Up to 12 points will be awarded for sponsor actions implementing Metro Vision. Appendix G explains the specific criteria.
TOTAL	100	

**Table 13 (cont.)
Studies**

Evaluation Criteria	Points	Scoring Instructions
		For station area planning studies
Current congestion	0-20	Based on the degree of current (2006) congestion on the nearby freeway segment (or major regional arterial for selected corridors): 20 points will be awarded to projects with current congestion score of 20 or more; 0 points to projects with current congestion score of 0; with straight line interpolation between. <i>Source: DRCOG congestion management program; sponsor may supply location-specific volume data to augment DRCOG data in computation of congestion score.)</i>
Ridership potential	0-10	Based on daily (average) 2030 station usage: 10 points will be awarded for productions/attractions of 2,000 or more; 0 points for productions/attractions of 0; with straight line interpolation between. <i>Source: DRCOG 2030 model data</i>
Existing station area land use, ownership, income, and ethnicity	0-32	<p>A maximum of 6 points will be awarded based on the percentage of the study area that is brownfields: 6 points will be awarded if the study area is 30% or more brownfields; 0 points will be awarded if the study area is 0% brownfields; with straight line interpolation between.</p> <p>AND a maximum of 6 points will be awarded based on the number of different property owners within 1/4 mile of the station: 6 points will be awarded if there are 14 or more owners; 0 points will be awarded if there are 2 or fewer owners; with straight line interpolation between.</p> <p>AND a maximum of 10 points will be awarded based on the percentage of the study area that would be infill/redevelopment area as opposed to currently-undeveloped land: 10 points will be awarded if the study area is 50% or more infill/redevelopment; 0 points will be awarded if the study area is 0% infill/redevelopment (i.e., 100% currently undeveloped); with straight line interpolation between.</p> <p>AND a maximum of 10 points will be awarded based on the percentage of the study area in low income or minority areas (reference 2030 Metro Vision RTP Figure 34 as default): 10 points will be awarded if the study area is 40% or more low income or minority area; 0 points will be awarded if the study area is 0% low income or minority area; with straight line interpolation between.</p>
Overmatch	0-12	Based on providing <i>above</i> the minimum 20 percent local funding match: 12 points will be awarded to projects with local match of 50 percent or more; 0 points to projects with the minimum 20 percent local match; with straight line interpolation between.
Project-related Metro Vision implementation and strategic corridor focus	0-14	Up to 14 points will be awarded as described in Appendix F.
Sponsor-related Metro Vision implementation	0-12	Up to 12 points will be awarded for sponsor actions implementing Metro Vision. Appendix G explains the specific criteria.
TOTAL	100	

IV. RTD AND CDOT SELECTION PROCESSES

This chapter describes RTD and CDOT selection processes.

A. RTD Process

All projects submitted by RTD for inclusion into the TIP first must be included in RTD's adopted Transit Development Program (TDP). The fiscally constrained TDP documents RTD's six-year capital and operating plan. It is updated and adopted each year by the RTD Board of Directors. The TDP process is shown in Figure 2 and described below.

1. RTD Solicits TDP Projects

RTD solicits projects both internally and from local governments (see sample project application form, Figure 3). The project form requires a detailed project description and project justification as well as the respective capital and or operating and maintenance costs per year of the TDP cycle.

- Internal Projects:

In January of each year, RTD solicits TDP projects from each division. Project applications are submitted to the Planning and Development department for review of completeness. The vast majority of internally submitted projects are projects necessary to keep the existing transit system in a state of good repair and are not regionally significant from a TIP standpoint.

- Local Governments:

Typically in March (depending on the timing of Local Government Meetings) of each year, RTD solicits TDP project applications from local governments. Project applications are submitted to the Planning and Development Department for review of completeness.

- FasTracks Projects:

Since the FasTracks plan was approved by the voters in the RTD District in 2004; and since prior to the election the DRCOG Board approved the FasTracks SB 2008 plan, RTD will automatically submit all FasTracks corridor projects for inclusion in the TIP. However, because of the FasTracks commitments made to the voters and pursuant to the DRCOG SB 208 approval, FasTracks capital projects will not be included in the regular RTD TDP process and they will not be subject to TDP evaluation. Rather, all FasTracks projects are budgeted and tracked separately by RTD and will be reported annually to DRCOG.

2. Regionally Significant Projects are Identified

RTD staff will compile a list of all submitted projects. Using the criteria noted below, the project list is reviewed to determine which projects can be classified as Regionally Significant Projects or as being required to be in the TIP.

- *Is the project located within a Strategic Corridor as defined in Appendix F?*
- *Does the project enhance or advance the planning efforts of a Strategic Corridor?*
- *Does the project enhance or advance the goals of FasTracks?*
- *Is the project required to be put into the TIP? (This would include projects that rely on grant funding.)*
- *Does the project serve more than one facility or corridor?*
- *Does the project serve several jurisdictions or a large geographic area?*
- *Will the project have a positive impact on regional travel patterns?*

Upon completion of the TDP process, those projects identified as Regionally Significant will then be submitted to DRCOG for inclusion in the TIP. As noted above, because of the regionally significant nature of FasTracks, all FasTracks corridors will be submitted for inclusion into the TIP, but will not be subject to the regular TDP review process. Projects that are not considered to be Regionally Significant will be considered in RTD's internal TDP process.

3. Projects Subjected to Screening Criteria

RTD staff compiles all Regionally Significant projects into two lists: one for capital projects and one for operating projects. Items in the lists are grouped according to the category of the project, such as *Park-n-Rides*, *Information Technology*, *Vehicle Purchases*, etc. The projects are then subjected to some or all of the following screening criteria by RTD's Senior Staff:

- *Does the project conform to RTD's mission statement?**
- *Does the project meet a current public transit need?*
- *Does the project meet a future public transit need?*
- *Does the project increase or maintain the safety of RTD's vehicles or facilities?*
- *Does the project increase or maintain the cleanliness of RTD's vehicles or facilities?*
- *Does the project increase or maintain the reliability of RTD's service or vehicles?*
- *Does the project increase or maintain accessibility for RTD's patrons?*
- *Does the project improve operating efficiency or decrease operating costs?*
- *Is the project needed to meet a municipal ordinance, federal or state mandate or other law?*
- *Has the project been identified by internal planning documents/studies as needed?*

* RTD's mission statement is as follows: *To meet our constituents' present and future public transit needs by offering safe, clean reliable, courteous and cost-effective service throughout the District.*

- *Has the project been identified by DRCOG, CDOT, Local governments or other community groups as needed?*
- *Is the project identified in the RTD 20-Year Needs Assessment?*
- *Is the project a carry-over from the previous year?*
- *Is the project an emergency project?*

4. Subject Projects to Fiscal Constraints/Develop Cash Flow

RTD's Finance Division subjects the remaining project list to a cash flow analysis. Since cash flow will vary from year-to-year depending on availability of federal funds, grants, outstanding capital and operating commitments, and debt, available project funds may vary considerably by year. Typically, additional cuts or project adjustments must be made to satisfy the cash flow requirements. Lower rated projects are deleted while others may be reduced in scope or deferred in order for them to be carried forward into the final TDP.

5. Title VI Review

After the cash flow analysis has been completed, the project list is then reviewed by RTD's Disadvantaged Business Enterprise (DBE) officer. The DBE officer evaluates the project list for environmental justice considerations. The primary focus is to ensure projects are distributed in a manner that provides benefit to all segments of the RTD district population, including low income and minority neighborhoods.

6. Board Review and Adoption

Following final review by RTD's Senior Staff, financial review and DBE review, the complete TDP is presented first to the RTD Planning and Development Committee for review and then to RTD's Local Governments group. Following completion of the Local Governments group review, the TDP is presented to the full RTD Board for review and adoption.

Figure 2
RTD TDP Process

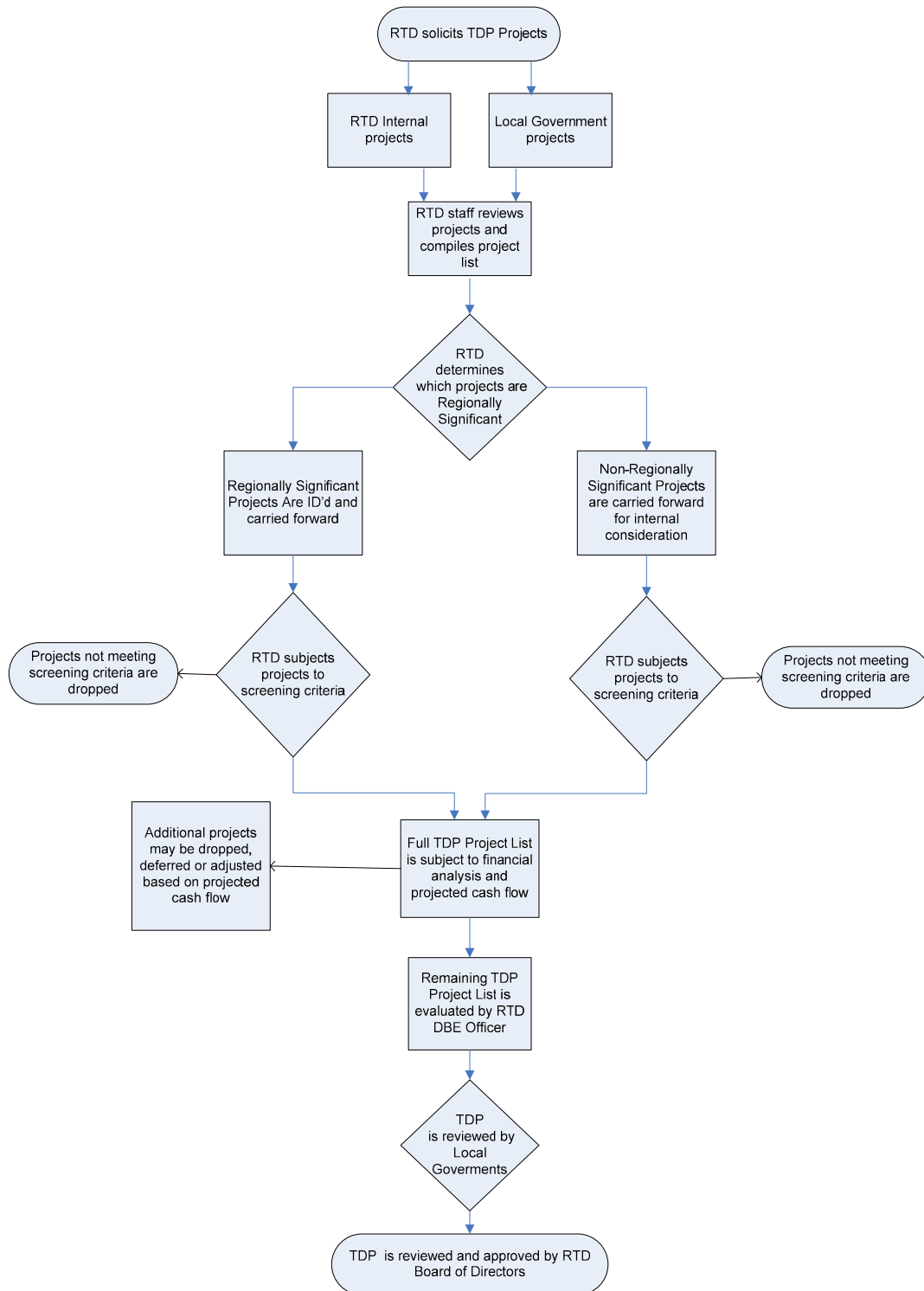


Figure 3
RTD 2008–2013 TDP Project Form

Project Name: _____

Location: _____

Department: _____

Prepared By: _____ **EXT.** _____

Date: _____

1. Detailed Project Description *(Include number of items; attach additional sheet if necessary):*

2. Project Justification:

3. Projected Schedule and Capital and Maintenance Costs:

Capital Costs:	Maintenance Costs:
2008:	2008:
2009:	2009:
2010:	2010:
2011:	2011:
2012:	2012:
2013:	2013:
Total:	Total:

4. Replacement Year:

5. New Submittal, Resubmittal or Deleted Project *(underline one)*

Department Head: _____

Signature

(Required): _____ **Date:** _____

B. **CDOT Processes**

1. Basic underlying premises

- Projects that are currently funded in the TIP will have a top priority and will continue to be funded.
- Projects that are part of a NEPA decision document commitment will also receive high priority.
- When funding projects that are selected based on a performance management system, CDOT will select a project on a DRCOG strategic corridor (see Appendix F) when other factors affecting project selection are equal or similar.
- If any funding is available for new projects, projects located on the identified DRCOG strategic corridors will be selected unless a new, urgent issue arises that CDOT determines, in consultation with DRCOG, requires immediate attention.
- CDOT Regions will provide documentation to DRCOG describing the factors considered, assumptions used and underlying rationale for projects selected for inclusion for the TIP document. This documentation will be submitted to DRCOG when projects are submitted for inclusion in the TIP.

2. Detail by Funding Program

REGIONAL PRIORITY PROGRAM – CDOT uses a qualitative assessment to determine RPP funding priorities. The assessment is based on several factors, including but not limited to the priorities discussed at the county hearings, availability of funding, project readiness (design, environmental and right of way clearances), pertinent Transportation Commission policies, and geographic equity. CDOT Regions have a need for a small, unprogrammed pool of RPP funds to address unplanned needs that require relatively small funding investments. Therefore, CDOT also may choose to reserve a small pool of RPP funds to address these needs. In all RPP project selection, CDOT will also consider the DRCOG strategic focus and how well the project supports the elements of Metro Vision. The CDOT region will prepare documentation describing the factors used for RPP projects selected for inclusion in the TIP.

BRIDGE - The selection of projects eligible for bridge pool funding is performance based and dependent on bridge sufficiency rating. Other factors that affect bridge project selection include public safety, engineering judgment, and other funding sources available to repair/replace selected bridge, project readiness, and funding limits. CDOT will select bridges for funding on DRCOG strategic corridors if performance measures and other factors are equal or similar.

SAFETY - CDOT Traffic & Safety Branch selects hazard elimination safety projects based on a variety of factors including cost/benefit ratios, recent public safety concerns, engineering judgment, and funding limits. The projects constitute the Integrated Safety Plan. While developing the Integrated Safety Plan, if two projects have equal or similar cost/benefit ratios, CDOT will select the project on the strategic corridor. The Traffic &

Safety Branch also selects projects for the Federal Rail-Highway Safety Improvement Program. This grant program covers at least 90 percent of the costs of signing and pavement markings, active warning devices, illumination, crossing surfaces, grade separations (new and reconstruction), sight distance improvements, geometric improvements to the roadway approaches, and closing and/or consolidating crossings. Projects are selected based on accident history, traffic counts and engineering judgment. When all factors are equal or similar, CDOT will select projects on or adjacent to a DRCOG strategic corridor.

CDOT Regions are also provided safety funds for hot spot, traffic signal, and safety enhancement programs.

SURFACE TREATMENT - The selection of projects for surface treatment funding is based on a performance management system known as the Pavement Management System. CDOT regions are directed to select projects that match to 70 percent of the Pavement Management System's recommendations. Projects considered for selection will be based upon management system recommendations, severe pavement conditions, DRCOG strategic corridors, preventative maintenance that delays or eliminates further major investments in the near future, public safety, and funding limitations. When all factors are equal or similar, projects on the DRCOG strategic corridors will be chosen, as long as the 70 percent match is met overall.

CONGESTION RELIEF - The Transportation Commission adopted guidelines for the selection of congestion relief projects based on CDOT's STIP guidelines and process. Congestion relief funds must be applied to projects on the State Highway System that experience congestion at or above 0.85 volume-to-capacity ratio. To be considered for the congestion relief funding, project proposals must include the goal of the project, the baseline data for evaluating project performance and measures of cost-effectiveness developed by the CDOT Region. When all factors are equal or similar, CDOT will select a project on a DRCOG strategic corridor.

7TH POT STRATEGIC HIGHWAY PROJECTS – This program is comprised of 28 high-cost and high priority projects identified in 1996. The projects address corridors of State and regional significance. The funds that support the construction of these projects are commonly referred to as the 7th Pot. Projects, or elements of projects, are selected for funding based on a statewide prioritization of available funds. A project is selected for funding when it is environmentally cleared and ready for advertisement. In the DRCOG region, all remaining 7th pot projects are on DRCOG strategic corridors.

STRATEGIC TRANSIT PROJECTS – State statute requires that 10 percent of S.B. 97-001 funds be spent on transit capital projects. Projects compete for funding statewide and must increase transit ridership by improving transit connections between communities and/or increase access to critical destinations. Projects must meet the following basic criteria: 20 percent local cash match, commitment to sustain the project overtime, consistency with RTP, and ready-to-go in the year for which funds are

requested. When all factors are equal or similar, CDOT will select a project on or serving a DRCOG strategic corridor.

TRANSIT PROGRAM – CDOT administers Federal Transit Administration 5310, 5311, 5316, 5317, and 5304 grants through its Transit Unit. The program is expansive in what it can support and criteria for evaluation are identified in CDOT's 2008-09 application for funding. DRCOG strategic corridors are not considered in this selection process.

- 5310 funds are provided for the transportation of the elderly and citizens with disabilities.
- 5311 funds are provided to rural communities (fewer than 50,000 citizens) to provide rural general public transit services. The rural portions of the DRCOG planning area may be eligible for these funds. Projects are selected competitively based on need and ability to provide service.
- 5316 funds are provided for job access and reverse commute programs for low-income workers. Project selection is based primarily on the number of workers served. CDOT selects these types of projects in the small urban and rural areas of the state.
- 5317 (New Freedom Program) funds are provided for transportation for the disabled. New Freedom funds are targeted to new services that go beyond the requirements of the American with Disabilities Act (ADA). CDOT selects these types of projects in the small urban and rural areas of the state.
- 5304 funds are provided for transit planning, studies, and technical assistance, and compete for funds statewide. Statewide and rural planning proposals are considered a higher priority than proposed projects in urban areas.

SAFE ROUTES TO SCHOOL (SRTS) – This is a federal-aid program administered by CDOT to enable and encourage children to walk and bicycle to school. Eligible applicants include any political subdivision of the state (school district, city, county, state entity). Nonprofits may also apply by partnering with a state subdivision as the administrator. Funds are awarded through a statewide competitive process, and in proportion to the geographic distribution of the student population in K-8 grades. Projects are selected by a 9-member appointed panel consisting of bicyclists, pedestrians, teachers, parents, law enforcement, MPO, and TPR representatives. 10-30% of the total SRTS funds are dedicated to non-infrastructure (education and encouragement) projects, with remaining funds going towards infrastructure (capital) projects and staffing a full-time Safe Routes Coordinator position at CDOT. DRCOG strategic corridors are not considered in this selection process.

V. TIP DEVELOPMENT, ADOPTION, AND AMENDMENT

This chapter describes the processes for development, adoption, and amendment of the TIP.

A. TIP Development

1. Funding Requests Related to FasTracks Implementation

Section III.E has identified a TIP commitment to support FasTracks implementation. It is assumed this contribution could be used for any FasTracks-related improvement that might emanate during the normal course of project development, and such improvements may be implemented by agencies other than RTD. At this time, EISs and final design are not completed for most FasTracks corridors, so it is not immediately evident which funding requests might be “part of” a FasTracks implementation commitment and which ones might be supportive of but “beyond” the FasTracks expectations. In the 2008-2013 TIP application, sponsors will be provided a check-box to indicate whether they believe their specific funding request directly supports the implementation of FasTracks. The service and proximity definitions of Appendix F are applicable.

A copy of any funding request which the sponsor identifies as supporting implementation of FasTracks will be provided to RTD staff. As scores are validated, DRCOG and RTD staff will meet to discuss whether any of these requests would be considered as “part of” the FasTracks commitment. The outcome will be reflected in the preliminary selection recommendation. The ultimate resolution will be with the adoption of the TIP.

2. Training and Peer Discussion

Each TIP cycle, training workshops will be held by DRCOG prior to the due date for funding request submittals. As a minimum, training shall cover submittal, eligibility and evaluation, contract and development requirements for construction projects, and sponsor responsibilities.

Local governments are encouraged to discuss potential funding requests with CDOT and/or RTD as appropriate. As a minimum, this discussion should take place for any submittal for which CDOT or RTD concurrence is required. Local governments may also benefit from discussing other potential submittals, to better understand the implications of federal requirements on the specific submittal. It may be appropriate for a peer discussion meeting to take place wherein cost, scope, and schedule could be reviewed. In addition to local staff, the peers may include DRCOG, CDOT, RTD, and other relevant agency staff.

3. Interagency Review

Chapter III presented the DRCOG selection process and Chapter IV described the CDOT and RTD selection processes. After each agency has proceeded far enough through its individual process to identify preliminary selection recommendations, staff from DRCOG, CDOT, and RTD will meet to review and comment on each other's preliminary selections, as well as requests not selected. The objective of this review is to look for conflicts and synergies among projects, and for opportunities in strategic corridors. Each agency may consider feedback from the interagency review to revise selection decisions or adjust implementation scheduling.

4. Draft TIP Preparation

After the individual agency preliminary selection processes and interagency reviews are completed, DRCOG staff will prepare a draft TIP. This program of projects will respond to the comments, ensure that construction funding for long-range projects is commensurate with the proposed construction schedule, and include an air quality conformity analysis and finding. The draft program will be referred to the Transportation Advisory Committee, Metro Vision Issues Committee and Regional Transportation Committees for recommendation, and made available for public comment at a public hearing by the DRCOG Board of Directors.

The draft TIP will include:

- all CDOT and RTD-submitted projects determined to be eligible;
- DRCOG-selected projects; and
- any State-only funded transportation projects within the DRCOG TIP area, provided they are consistent with the RTP.

As required by SAFETEA-LU, the draft TIP will also include a financial plan demonstrating that adequate resources are available for program implementation. The plan will indicate public and private resources that are reasonably expected to be available to carry out the program. The plan may also recommend innovative financing techniques to finance needed projects and programs including value capture, tolls, and congestion pricing.

The Clean Air Act requires that DRCOG find the TIP to conform to the State Implementation Plan for Air Quality. The finding must be based on the most recent forecasts of emissions determined from the latest population, employment, travel, and congestion estimates by DRCOG. DRCOG staff will prepare the technical documentation supporting a conformity finding coincident with preparation of the draft TIP.

B. Adoption

1. Public Involvement and Hearings

A public hearing to consider the draft TIP and the air quality conformity finding will be held prior to Board action in adopting a new TIP or making major policy amendments (see Section V.C) to an existing TIP. Sponsoring agencies are encouraged to provide opportunities for public comment on funding requests submitted to DRCOG.

2. Appeals

After the public hearing on the draft TIP, any applicant may appeal project scoring or exclusion of a project from the draft. That appeal should be made to the Transportation Advisory Committee at its next meeting.

3. TIP Adoption

In response to the federal requirements identified in SAFETEA-LU, the TIP shall be adopted at least every four years by the DRCOG Board of Directors. Adoption of the TIP by the Board of Directors shall be upon recommendation of the Regional Transportation Committee, following consideration by the Transportation Advisory Committee.

Once the TIP is approved by DRCOG, and air quality conformity is demonstrated, federal law requires that the TIP also be approved by the Governor and incorporated directly without modification into the State Transportation Improvement Program (STIP) by CDOT.

C. TIP Amendments and Modifications

The TIP is subject to revision, either administratively by staff, or, when policy amendments are concerned, by the DRCOG Board of Directors. Revisions reflect project changes that may affect the TIP's programming. Two levels of revisions can be made to the TIP – policy amendments and administrative modifications.

1. Policy Amendments

Policy amendments are those that:

- add a new project that would affect the air quality conformity analysis;
- delete or significantly change a regionally significant project feature of an existing project (for example, change the project termini);
- delete a regionally significant project or defer it from the first four years of the TIP;
- change a regionally significant project's funding by more than \$3 million in the first four years of the TIP;
- could potentially be inconsistent with the Metro Vision Plan;

- change funding for any pool total by more than \$3 million over the first four years of the TIP (unless the revision is the result of pool reconciliation)
- add an individually listed new project that does not affect the air quality conformity analysis costing more than \$3 million in the first four years of the TIP.

Amendments requiring a new conformity finding are considered major policy amendments. These involve any changes to the 2015 staging network in the 2035 Metro Vision RTP, such as:

- changing the number of through-lanes shown on the network;
- adding or deleting road segments including interchange ramps; or
- adding or deleting rapid transit segments or stations.

2. Administrative Modifications

Administrative modifications include all amendments other than policy amendments. These modifications usually involve:

- shifting funds between years for an individual project or for projects within pools;
- moving project staging between years without affecting the scope of the project, affecting its expected completion within the first four years of the TIP, or affecting the 2015 staging;
- changing the federal/state/RTD funding source;
- changing the designated responsible agency with the original sponsor's approval;
- changing project funding in the first four TIP years for a regionally significant project, up to a maximum change of \$3 million federal or state;
- changing the program allocation to the pools by less than \$3 million over the first four years of the TIP;
- adding new projects from unallocated money in the CDOT surface treatment pool;
- adding new bridge replacement or rehabilitation projects with bridge funds;
- adding new safety projects with safety funds, including the hazard elimination program, rail-highway crossing safety, and safe routes to school;
- adding rural/small urban, elderly and disabled, jobs access/reverse commute, and New Freedoms transit projects;
- adding congressionally or federally approved discretionary or earmarked projects that do not affect air quality conformity; or
- adjusting and/or adding non-regionally significant items of a scope.

As stated in Section II.C.5 and Section III.A.6, there is an expectation that DRCOG - selected projects will be implemented with the scope defined in the funding request application. Sometimes sponsors desire to revise the scope within the same federal budget. In circumstances when these revisions affect project elements that were used to score the project (in the TIP process), sponsors must submit an analysis to DRCOG staff showing that the "revised" project would have scored approximately the same number of points as the project originally submitted. If the sponsor's analysis demonstrates that, DRCOG staff will process the request as an administrative modification. In

circumstances when the revisions are to add items to scope (within the current federal budget), as long as the request is a meaningful addition to the project and the cost is modest (in comparison to the overall budget), DRCOG staff will concur with the request and may (if necessary) process the request as an administrative modification. In either instance, if the proposed revisions affect air quality conformity, they will be treated as major policy amendments.

3. Processing of Revisions

Major policy amendments to require revision of air quality conformity. These will only be accepted twice a year, concurrent with the Metro Vision Plan Assessment process (typically commenced in January and June). Major policy amendments are subject to formal public hearings by the DRCOG Board prior to Transportation Advisory Committee and Regional Transportation Committee recommendation and Board adoption.

Other policy amendments will typically be processed quarterly, and must be submitted by January 1, April 1, July 1, and October 1 of each year. A prerequisite for policy action is a project status update. Policy amendments will be recommended by the Transportation Advisory Committee and Regional Transportation Committee for DRCOG Board consideration and action. Formal public hearings will not typically be held. Public notification of the actions will be posted on the DRCOG website and input will be accepted during the public comment period of any of the committee or Board meetings considering the amendments.

Administrative modifications submitted to DRCOG by the first working day of each month will typically be processed by the fifteenth working day of that month, provided they are complete. Processing may be delayed if additional information is required. These are typically submitted by the CDOT regions, and processed by DRCOG staff. Administrative modifications do not require committee review or approval.

DRCOG staff will process TIP revisions by:

- entering the requested amendments and modifications into the TIP project database;
- notifying CDOT of amendments and modifications for inclusion in the STIP; and
- sending a monthly summary of amendments and modifications to the TIP notification list.

4. Changes in Federal Program Allocations

Under SAFETEA-LU, actual allocations to the state and metropolitan area are determined annually with no guaranteed amount. As federal funds change, it may be necessary to add, advance, or postpone projects through TIP revisions.

If federal revenues are increased, the additional revenues will be allocated to projects as follows:

- The priority for allocating additional funds will be to advance implementation of projects already awarded funds in the TIP, as applicable. In some circumstances, funds may be flexed between categories to advance projects.
- After options for advancing currently funded projects have been exhausted, new projects may be selected with remaining monies. Rank-ordered “waiting lists” of eligible projects submitted, evaluated, and ranked, but not selected for the current TIP, will be maintained for each DRCOG-selected federal funding category.

If federal revenues are decreased, some TIP projects will need to be deferred in order to maintain fiscal constraint. The method to obtain deferrals is as follows, including circumstances pertinent to situations where federal formula funds are decreased due to projects receiving earmarks:

Step 1 - Voluntary Deferrals

- A. Earmark-caused only. DRCOG staff will first query earmark project sponsors to discern if they will voluntarily defer one or more of their current TIP projects. In general, deferrals will have to come from similar funding categories (i.e., an STP-Metro project for an earmarked STP-Metro-type project; a CMAQ project for an earmarked CMAQ-type project), but there may be circumstances where “cross-funding category” trades could be considered.
 - Any project so deferred would receive “project immunity” (see definition below).
 - Earmark sponsors would not be offered incentives to defer their own projects.
- B. If that is insufficient in the earmark-caused circumstance, and as an initial action for other funding reduction circumstances, DRCOG staff will next query all (other) TIP project sponsors to discern if any will voluntarily defer one or more of their current TIP projects. Voluntary deferrals will receive project immunity. In addition, DRCOG staff will offer sponsors their choice of the following incentives (if they volunteer and their project is selected):
 - “Sponsor immunity” (see definition below), if the funding circumstance is less than one-half year of the appropriate funding source (for example, STP-Metro).
 - OR, 5 “bonus points” that can be applied to one project in the next TIP application process, at the sponsor’s choice after projects have been scored and ranked.

Step 2 - Involuntary Deferrals

- A. If voluntary deferrals are insufficient, involuntary deferrals will be necessary. DRCOG staff will FIRST create lists of relevant projects that will be EXEMPT from involuntary deferral by verifying the following:
 - Previously granted project immunity
 - Previously granted sponsor immunity

- Project readiness (projects, regardless of sponsor, that are or will be ready for ad in the next 3 months - readiness jointly established by CDOT and the sponsor - will be considered exempt)
- B. Earmark-caused only. The first candidates for involuntary deferrals are relevant non-exempt projects from the jurisdictions that received the earmarks. Deferred projects would receive project immunity unless discretionary-sponsor involuntary deferrals do not completely address the need for deferrals. If such deferrals are not sufficient, these projects would not receive project immunity (this is the only recommended “penalty”).
- C. If the above actions are insufficient to address the need for deferrals, DRCOG staff would as a last resort involuntarily defer relevant non-exempt projects from (other) project sponsors on the basis of TIP scoring (lowest scoring relevant projects deferred).
- D. Earmark-caused only. The situation will be monitored over time to see if other penalties might be required in the policy.

Any project deferral, either voluntary or involuntary, will not be counted as a delay for purposes of Section III.A.6.

Project immunity means a project will NOT be subject to involuntary deferral at a later date (can’t be “bumped” later).

Sponsor immunity means none of that sponsor’s other TIP projects would be considered for involuntary deferral during the current TIP cycles.

5. Automatic Amendment of the STIP

Amendments to the State Transportation Improvement Program (STIP) which reflect an increase in local overmatch (provided federal funding does not change), or which reflect 100 percent local funding conveyed to CDOT for project oversight (CDOT desires these projects be shown in the STIP for budget purposes), may be made by CDOT without first amending the TIP.

APPENDIX A

ELIGIBLE PROJECTS BY FUNDING SOURCE

The funding categories established by SAFETEA-LU and the types of projects eligible for funding within each category, provided they are consistent with the RTP, are summarized below:

1. Interstate Maintenance (IM)

The following types of projects on the existing interstate system are eligible:

- Reconstruction of existing through-lanes;
- Acceleration/deceleration lanes;
- Interchange reconstruction or reconfiguration;
- Bus/HOV lanes or rail rapid transit as a substitute for general purpose highway lanes (as subject to Senate Bill 208 construction approval); and
- Studies as appropriate to plan and implement the above.

2. National Highway System (NHS)

The following types of projects on the NHS are eligible:

- Construction, reconstruction, resurfacing, restoration and rehabilitation;
- Operational improvements;
- Safety improvements;
- Surface transportation planning as contained in a Unified Planning Work Program;
- Highway research and planning;
- Technology transfer;
- Traffic management and control start-up costs;
- Fringe and corridor parking facilities;
- Carpool and vanpool projects;
- Bicycle and pedestrian travel facilities;
- Management Systems projects;
- Wetland mitigation associated with NHS project construction;
- HOV lanes or rail rapid transit as a substitute for new general purpose lanes on freeways and major regional arterial roadways, subject to Senate Bill 208 construction approval; and
- Studies as appropriate to plan and implement the above.

Construction of or operational improvements for a Federal Aid highway not on the NHS, or construction of a transit project eligible for assistance under the Federal Transit Act are eligible if:

- The highway or transit project is in the same corridor as, and in proximity to, a fully access-controlled highway designated on the NHS;

- The construction or improvement will improve the level of service on the fully access-controlled highway and improve regional travel; and
- The construction or improvement demonstrates comparable benefit to and is more cost-effective than improving a fully access-controlled highway on the NHS.

3. Bridge

The following types of bridge projects are eligible:

- Reconstruction;
- Widening to relieve congestion; and
- Construction of HOV lane structures.

4. Congestion Mitigation/Air Quality (CMAQ)

Following are example projects, methods, strategies, and transportation system management actions that are eligible:

- Those likely to contribute to the attainment of a national ambient air quality standard;
- Those described in section 108(f) of the Clean Air Act (except clauses (xii) and (xvi));
- Those included in an approved State Implementation Plan for air quality;
- Traffic signal coordination;
- Intelligent transportation systems;
- Arranged ridesharing;
- Trip reduction programs;
- Variable work hours programs;
- Bicycle and pedestrian travel projects;
- Rapid and bus transit improvements;
- HOV lanes (if available to single-occupant vehicles off-peak only);
- Traffic flow improvements;
- Extreme low-temperature cold start programs;
- Alternative fuels infrastructure and vehicles;
- Diesel engine retrofits;
- Idle reduction projects;
- Intermodal freight facilities; and
- Studies as necessary to plan and implement the above.

Detailed guidance is available at www.fhwa.dot.gov/environment/cmaq06gm.htm, and www.fhwa.dot.gov/environment/cmaqpgs/index.htm.

5. Surface Transportation Program (STP)

The following types of projects are eligible:

- Construction/reconstruction, rehabilitation, resurfacing, restoration, and operational improvements of the existing system;
- Capital costs for transit projects, subject to Senate Bill 208 construction approval;
- Carpool projects;
- Fringe and corridor parking facilities and program;
- Highway and transit research programs;
- Capital and operating costs for traffic monitoring, management, and control;
- Surface transportation planning as contained in a Unified Planning Work Program;
- Transportation enhancement activities;
- Transportation control measures listed in the Clean Air Act, except as noted in SAFETEA-LU;
- Wetland mitigation associated with project construction;
- Transportation system management actions; and
- Studies as necessary to plan and implement the above.

6. Section 5307 (Formula Funding to Transit Operators)

The following types of projects are eligible:

- Mass transit operation (up to FTA approved limits, with a minimum of 50 percent local match);
- Regular mass transit capital improvement projects;
- Transit vehicle maintenance and operations;
- Transit system management actions; and
- Studies as necessary to plan and implement the above.

7. Section 5309 (Federal Transit Administration Discretionary Funds)

The following types of projects are eligible:

- Special mass transit capital projects;
- Regional rapid transit system construction, subject to Senate Bill 208 approval;
- Incremental costs of alternative fuel vehicles over and above the cost of diesel vehicles; and
- Studies as necessary to plan and implement the above.

8. Section 5310 (Capital Assistance to Elderly Persons and Persons with Disabilities)

Capital assistance projects are eligible, up to 80 percent of total cost, to provide service for elderly persons and persons with disabilities.

9. Section 5311 (General Transit Assistance to Rural and Small Urban Areas)

Operating and capital assistance is eligible, up to 80 percent of total cost, for rural and small urban area transit projects.

10. Section 5316 (Job Access and Reverse Commute)

The Job Access and Reverse Commute (JARC) program was instituted to help develop new transportation options for welfare recipients and other low-income individuals to get to jobs and to better develop transportation links between urban areas and suburban job sites. The following types of projects are eligible:

- Late-night and weekend service;
- Guaranteed ride home service;
- Shuttle service;
- Expanding fixed-route public transit routes;
- Demand-responsive van service;
- Ridesharing and carpooling activities;
- Transit-related aspects of bicycling (such as adding bicycle racks to vehicles to support individuals that bicycle a portion of their commute or providing bicycle storage at transit stations);

11. Section 5317 (New Freedom Program)

Section 5317 New Freedom funding is designated for new public transportation services that are beyond the ADA requirements. Projects that do not meet both criteria (new and beyond the ADA) will not be eligible for funding.

- Expansion of paratransit service parameters beyond the three-fourths mile required by the ADA;
- Expansion of current hours of operation for ADA paratransit services that are beyond those provided on the fixed-route services;
- The incremental cost of providing same day service;
- The incremental cost of making door-to-door service available to all eligible ADA paratransit riders, but not as a reasonable modification for individual riders in an otherwise curb-to-curb system;
- Enhancement of the level of service by providing escorts or assisting riders through the door of their destination;
- Feeder service to commuter rail, commuter bus, intercity rail, and intercity bus stations for which complementary paratransit service is not required under the ADA
- Travel training programs;
- Purchasing vehicles to support new accessible taxi, ride sharing, and/or vanpooling programs;
- Supporting new mobility management and coordination programs among public transportation providers and other human service agencies providing transportation.

12. Safe Routes to School

A new program created by the SAFETEA-LU legislation is Safe Routes to School. This program provides funding to enable and encourage primary and secondary school-aged children to bicycle and walk to school. Funding is available for both infrastructure and educational projects. Projects are allocated and administered in Colorado by CDOT.

APPENDIX B ENHANCEMENT PROJECTS

A. Qualifying Activities

Federal Enhancement Qualifying Activities

SAFETEA-LU requires that 10 percent of Surface Transportation Program funds be used exclusively for transportation enhancement activities. *Enhancement* is defined as “going beyond the normal, routine, or customary elements of transportation projects.” **Enhancements do not include typical maintenance activities or activities provided to mitigate project impacts in compliance with requirements of state or federal laws.** 23 U.S.C. 101(a)(35) defines 12 eligible Transportation Enhancement categories:

1. Provision of facilities for pedestrians and bicycles.
2. Provision of safety and educational activities for pedestrians and bicyclists.
3. Acquisition of scenic easements and scenic or historic sites.
4. Scenic or historic highway programs (including the provision of tourist and welcome center facilities).
5. Landscaping and other scenic beautification.
6. Historic preservation.
7. Rehabilitation and operation of historic transportation buildings, structures, or facilities (including historic railroad facilities and canals).
8. Preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian or bicycle trails).
9. Control and removal of outdoor advertising.
10. Archaeological planning and research.
11. Environmental mitigation to address water pollution due to highway runoff or reduce vehicle-caused wildlife mortality while maintaining habitat connectivity.
12. Establishment of transportation museums.

This list is exclusive, not illustrative.

DRCOG Application and Evaluation Categories

The 12 federal enhancement-qualifying activities have been grouped into the following broad categories in order to simplify the project application and evaluation process:

1. Pedestrian and Bicycle Projects: Includes pedestrian and bicycle facilities, educational activities for pedestrians and bicyclists, and preservation of abandoned railway corridors for public use.

2. Other Enhancement Projects:

Transportation Aesthetics and Scenic Values:

- Acquisition of scenic easements and scenic sites
- Scenic highways programs
- Landscaping and other scenic beautification
- Control and removal of outdoor advertising

Historic Preservation

- Acquisition of historic transportation-related sites
- Historic highway programs
- Transportation-related historic preservation
- Rehabilitation and operation of historic transportation facilities
- Transportation-related archaeological planning research
- Establishment of transportation museums.

Environmental Mitigation to address water pollution or wildlife mortality.

B. General Eligibility Requirements

To comply with Federal guidelines for eligibility there are two basic considerations.

1. Is the proposed action one of the listed activities in the Transportation Enhancements definition in 23 U.S.C. 101(a)(35)?
2. Does the proposed action relate to surface transportation?

Previous guidance called for a direct link to surface transportation. That guidance has been repealed. Congress provided that Transportation Enhancement (TE) activities must "relate to surface transportation." This makes clear that TE projects are to have a relationship to surface transportation. This is a more flexible standard than the past. The nature of a proposed TE project's relationship to surface transportation should be discussed in the project proposal. For example, where runoff from an existing highway contaminates an adjacent water resource and a transportation enhancement activity is proposed to mitigate the pollution caused by the runoff, a clear highway or transportation relationship exists.

Where a TE activity is for acquisition for scenic preservation purposes, and proposes to contribute to the visual experience of the traveler but is a substantial distance away with respect to a highway or transportation project, the TE activity must be determined to make a substantial contribution to the scenic viewshed.

Given the nature of the list of eligible activities, it is not necessary that each TE activity be associated with a specific surface transportation project to be eligible for funding. Examples that illustrate this include: the rehabilitation of a historic train structure, the provision of a bike or pedestrian path, or the establishment of a transportation museum.

Proximity to a highway or transportation facility alone is not sufficient to establish a relationship to surface transportation. Additional discussion, beyond proximity, is needed in the TE project proposal to establish the relationship to transportation. For example, a historic barn that happened to be adjacent to a particular highway facility would not automatically be considered eligible for TE funds simply because of its location; visibility to the traveler in a way that substantially enhances the traveling experience could qualify. Specific documentation of the enhanced experience is required. Conversely, a historic structure, such as the barn in the above example, could not be disqualified from consideration because it was not adjacent to a particular Federal-aid facility, as long as some other relationship to surface transportation could be established.

It is not necessary to have a TE activity function as an active transportation facility, either past or current, to qualify as an eligible TE activity. For example, a scenic or historic site may have a relationship to transportation but not function as a transportation facility.

The Transportation Enhancement Program does NOT fund certain types of work that may be part of a proposed enhancement project application. In order for certain activities to be funded by the program, the applicant must make a strong case for the necessity of this work. Demonstrate that it is essential to the success of the project, establish that the work is not required for a roadway to meet roadway standards or is not required as a specific mitigation, and show that enhancement funds are needed for the proposed portion of the project in order for the entire project to be completed.

In addition to the eligibility requirements stated above, all applicable federal regulations will apply, including: historical and archaeological resources protection legislation, minority business enterprise (MBE) mandates, Title 23 of the Code of Federal Regulations for right-of-way transactions, Davis-Bacon wage rate requirements, wetlands protection legislation, and the Americans with Disabilities Act (ADA) of 1990.

C. Specific Eligibility Requirements

The specific eligibility requirements for each of the qualifying activities listed below are based on the definitions developed by the State of Colorado Department of Transportation (CDOT). Each project application must comply with the specific eligibility requirements for the category in which the proposed project is grouped.

1. Pedestrian and Bicycle Facilities

The following types of projects are eligible for funding under this category:

- Separate bicycle paths/trails
- Separate sidewalk facilities
- Crosswalks
- Bicycle/pedestrian grade separations
- Bicycle parking facilities

- Educational programs for young riders
- Widening existing roadways to provide exclusive bicycle/pedestrian pathways/trailways
- Purchase of abandoned railroad grades for reuse as trail facilities
- Grading, resurfacing, or other improvements for rail-to-trail conversions
- Inventory and mapping activities for projects in this category

Projects in this category must meet certain requirements, which include:

- For bicycle/pedestrian and rail-to-trail conversion projects, the design must meet the 1999 AASHTO Guide for the Development of Bicycle Facilities.
- A written commitment from a governmental agency for long term maintenance and operation of bicycle/pedestrian projects is required.
- The project must be consistent with the policies of the Regional Bicycle and Pedestrian Transportation Plan.

Additional information for rails-to-trails conversion projects:

- Rail corridors are transportation corridors of varying width in which fixed rail tracks exist or have existed in the past. Abandoned rail corridors are rail corridors that have been authorized for abandonment by the Interstate Commerce Commission (ICC) or for which abandonment proceedings are pending.
- The preservation of abandoned railway corridors includes the planning, acquisition, rehabilitation, and development of corridors for public uses including pedestrian and bicycle use. Privately owned rail corridors open to the general public without a charge may also be eligible for funding.
- The following information must be provided for rail-to-trail conversion projects, if the rail corridor is not currently in public ownership:
 - A written evaluation of the condition of property title
 - The market value of property established by independent appraisal
 - The environmental inventory for possible corridor contamination
- The CDOT staff historian may be consulted for assistance in answering questions about the preservation of abandoned railway projects.

Examples of projects normally NOT funded under this category:

- Maintenance of existing sidewalks, paths, trails, or paved shoulders
- Construction of paved shoulders, curb lanes, sidewalks, and curb cuts when it is a required element of roadway construction or a reconstruction project
- Lighting, enclosed drainage, or buried utility lines

2. Transportation Aesthetics and Scenic Values

The following four types of projects are eligible for funding under this category:

- Acquisition of scenic easements

- Scenic byways programs, including construction of pullouts, access stairways, or viewing platforms
- Landscaping and beautification projects, including tree gates, benches, planters, and decorative pavers
- Control and removal of outdoor advertising

Projects in this category must meet the following additional requirements *and* have a written commitment for maintenance and operation of the facility.

- For acquisition of scenic easements the project must:
 - Be on or within the view of a designated Scenic Byway or National Register property.
 - Be accessible from a transportation facility.
 - Provide for perpetual ownership.
- For scenic byways programs the project must:
 - Start formally on roadways designated Colorado Scenic Byways
 - Be reviewed and endorsed by the Colorado Scenic and Historic Byways Commission
- For landscaping and beautification projects the project must:
 - Be within existing public rights-of-way
 - Be a professional design
 - Follow the principles of roadside landscaping and safety by CDOT standard specifications
 - Provide two years for plant establishment
- For removal of nonconforming outdoor advertising the project must:
 - Be within the view of state highways or designated Scenic Byways or National Register roadways
 - Address legally built but nonconforming outdoor advertising signs
 - Establish payment for removal on an equitable appraisal

Examples of projects normally NOT funded under this category:

- Addition of irrigation systems to existing landscaping
- Lighting that is not part of a historic preservation or streetscape project
- Burying of utility lines
- Any items of work that would normally be classified as maintenance activities
- Construction of welcome or city identification signs

3. Historic Preservation/Archaeological Projects

The following types of projects are eligible for funding under this category:

- Acquisition of historic sites
- Protection and enhancement of historic highways
- Identification, evaluation, and protection of historic structures and sites
- Rehabilitation, restoration and preservation of bridges, trestles, and buildings

- Planning to improve identification and evaluation of archaeological sites
- Displays and public education materials related to highways and public transportation
- Activities that facilitate and encourage tourism, improve neighborhood appearance or quality, or provide an educational experience

Projects in this category must meet these additional requirements:

- The historic resources involved must be listed in the State or National Register of Historic Places, or designated as a local landmark by a certified local government or local landmark commission.
- The application must contain a letter certifying the historic status from the State Historic Preservation Officer (SHPO) or the local landmark commission.
- The application must include a copy of the National Register or State Register nomination form, SHPO Cultural Resource Inventory Form, and a full description of the historic resource, its significance, and its surroundings.
- Archaeological resources for which large-scale controlled excavations are proposed that would effectively destroy context and provenience must be determined National Register-eligible by the State Historic Preservation Officer prior to the start of the project, but need not be listed on the Register in order to qualify for funding. Archaeological sites proposed for planning or research projects other than extensive excavation may also be excluded from formal Register listing at the discretion of the CDOT Staff Archaeologist.
- Historic buildings must have current usefulness or a realistic planned usage.
- Rehabilitation, restoration, and preservation projects must adhere to the Secretary of Interior's Standards and Guidelines for Rehabilitation. Copies of the Standards are available from the State Historic Preservation Officer.
- Recordation and documentation projects must follow the Secretary of Interior's Standards for Historical Documentation. Copies of the Standards are available from the State Historic Preservation Officer.
- For acquisition of historic sites the project must be accessible from a transportation facility, be accessible to the public, and the owner of the historic property must be willing to accept a preservation covenant attached to the deed of the property.

The following conditions must be met for archaeological planning and research projects:

- Phase I and Phase II surveys must meet the Secretary of Interior's Standards for Survey and Evaluation.
- Technical reports and documentation of research conducted must meet recognized professional standards.
- Data Recovery projects must have a research plan approved by the State Archaeologist.
- Archaeological sites must be associated with roads or other transportation facilities.

Examples of projects normally NOT funded under this category include:

- Rehabilitation, restoration, or stabilization work on privately owned resources
- Highly technical research or site evaluation reports

4. Environmental Mitigation

The following types of projects are eligible for funding under this category:

- Research and modeling impacts on receiving waters from highway runoff
- Comparative studies to evaluate the effectiveness of specific highway runoff control measures
- Retrofitting an existing highway by creating a wetland or other innovative pollution abatement measure to filter highway runoff to mitigate the impacts from the road in terms of water pollution
- Improving streams and drainage channels through landscaping or other methods to promote filtering and improve the overall water quality conditions of receiving channels
- Providing payment in-kind for existing highway water quality impacts that warrant mitigation to regional or watershed-based planned improvement projects
- Implementation and construction of mitigation measures
- Projects designated as wildlife underpasses or overpasses
- Mitigation measures at areas identified as crossings for wildlife, including necessary fencing and other markings and mitigation techniques to manage the movement of wildlife across transportation corridors
- Bridge extensions to provide or improve wildlife passage and wildlife habitat connectivity
- Monitoring and data collection on habitat fragmentation and vehicle-related wildlife mortality

Projects in this category must satisfy the following:

- Statute, policy, or permit condition cannot require the proposed activity. This includes, but is not limited to, requirements under the Clean Water Act, Soil Erosion and Sedimentation Control Act, Colorado Water Quality Control Act, Executive Orders 11990 and 11988, and Colorado's Wildlife and Fisheries Protection Act.
- The proposed project must directly or indirectly relate to runoff from a roadway included on the state highway system, or to the reduction of vehicle-caused wildlife mortality while maintaining habitat connectivity.
- The applicant must demonstrate the capability to complete the proposed project, including qualifications of the applicant to plan, implement, and evaluate the success of all project objectives.

Examples of projects normally NOT funded under this category include:

- Roadway paving, unless replacing an existing section of pavement that was removed during the installation of mitigation measures. Only that portion of the roadway disturbed during project construction is eligible for funding.
- Culvert replacements resulting from hydraulic inadequacy or any other reason not related to highway runoff.

APPENDIX C

INSTRUCTIONS FOR PREPARATION OF CONCEPTUAL PROJECT DESIGN

To be eligible for evaluation and possible inclusion in the TIP, funding requests for new construction projects must include a conceptual project design. This conceptual design must include layout and profile drawings or schematics on aerial or other base(s) showing the project components and key characteristics (for example, lane configurations, medians, cross-sections, height-width for bike/ped grade separations, elements identified to “claim” points in the evaluation, etc.).

The conceptual design reflects the sponsor’s preliminary scoping of the project and demonstrates that (1) the sponsor has considered the project’s key aspects in sufficient detail to identify potential problems or challenges, and (2) the cost estimate is reasonable and realistic.

Elements that sponsors are encouraged to consider include:

- Design requirements, design standards (e.g., AASHTO, ADA) and possible variances;
- Drainage and water quality requirements;
- Utilities - what utilities exist, what needs for relocation might be created;
- Railroad issues;
- Potential environmental affects and mitigations; what the probable environmental clearance category might be, what environmental examinations might be required, what environmental resources might be affected, what mitigation might be required both long-term and during construction;
- Structure requirements;
- Safety - permanent elements to be included to enhance safety (e.g., sight distance improvements, lighting, etc.), traffic control during construction including accommodation of pedestrian and bicycle users;
- Other project elements - aesthetics, landscaping, signing, striping, traffic signals, ITS, multimodal features;
- Right-of-way needs and requirements; including permanent and temporary easements, relocations; and
- Administration of project development and construction.

Sponsors must also consider maintenance and operations of the project upon completion.

TOTAL TO BE FILLED IN AFTER ADOPTION

*Source: 2035 Metro Vision RTP, Appendix 4. Projects listed herein are capacity projects (not reconstruction or operational improvements) that will not be completed with funds already programmed in the 2007-2012 TIP.

APPENDIX E ROADWAY SAFETY CRITERIA

Safety is an evaluation criterion for all roadway project types: roadway capacity improvements, operational improvements, and reconstruction. Safety is also a criterion for roadway operations studies. Of relevance in the point computation is one or both of the following (depending on project type):

- Current weighted crash rate (Rw) compared to the statewide average; and/or
- Estimated reduction in number of crashes.

Sponsors are encouraged to use qualified traffic personnel for the safety computations.

Current Weighted Crash Rate Comparison

To compute this measure, applicants will provide the following information in the DRCOG TIP funding request application form:

1. Roadway data

The applicant must provide the roadway type, rural/non-rural designation, safety computation area length, and average weekday traffic volumes (AWDT).

- The roadway type is either freeway or arterial.
- The urban/non-urban designation should be based on Figure E-1.
- **For all funding requests, the safety computation area must be at least one mile in length.**
- For new roadway projects, the roadway type, length, and volumes should be for the current travel path.
- For new interchanges (all of which are arterial-arterial intersection upgrades) and intersection operational improvements (and studies thereof), data should be provided for the primary roadway and the cross street (if applicable). The sum of the road leg distances must equal at least one mile. The minimum AWDT information to be provided is one count on each of the primary roadway and cross street; more desirable is one count on each leg. The roadway type reported should be for the primary roadway.
- For interchange reconstruction projects, the data provided should be for the interchanging arterial, not the freeway mainline (e.g., project type is arterial).

2. Number of crashes over three years

The applicant must supply the number of crashes by severity category over the three most recent years for which data is available. The severity categories are: fatal crashes, injury crashes and property damage only (PDO) crashes.

- The crashes should be tallied at all appropriate intersections, approaches, and road segments along the identified safety computation area length (minimum distance of one mile).

Estimated reduction in number of crashes

For all funding requests for roadway capacity projects, roadway operational improvements, and reconstruction projects, but NOT for roadway operations studies, the applicant is asked to estimate the potential reduction in number of crashes from the project. The estimates are used to determine levels (low, medium, high, very high) of improvement to award safety points. They are not meant to imply precise predictions of eliminated crashes. The reduction should be reported for a three-year period (similar to crash data provided).

- For new roadways, the number of crashes reduced shall be based on the reduction in volume on the current travel path due to the new roadway. In other words, [AWDT decrease/current AWDT] * [current number of crashes]. Source for volumes: DRCOG.
- For requests for other projects noted above, the estimated crash reductions should consider all individual elements of the project. Table E-1 presents Crash Reduction Factors that should be used to estimate crash reduction. It presents specific percentage reductions **for relevant crashes due to specific improvement elements**. Sponsors must document how the crash reductions were determined. Crash reduction factors must only be applied to specific sites along the project length and for relevant crash types. Total crash reduction estimates may not exceed 75 percent of the original three-year crash total. The professional judgment of qualified personnel will be necessary in the crash reduction determination process.

Safety Projects

The funding request application program will compute and award the safety points scored. The steps in the process are:

1. Calculate the weighted annual crash rate for the existing roadway(s) or intersection:

From the entered volume, safety computation area length, and crash data, the program will calculate R_w as follows:

Weighted Annual Crashes (A_w)

$$A_w = \{(12)(\text{\#of fatal crashes}) + (5)(\text{\#of injury crashes}) + (\text{\#of PDO crashes})\} / 3$$

Annual miles traveled on the subject segments of roadway(s), VMT:

$$\text{VMT} = \text{Average AWDT} * \text{length} * 365 * .9277 \text{ (minimum length=1.0 mile)}$$

$$\text{Average AWDT} = \{\text{sum of AWDT}\} / \text{number of counts}$$

Weighted Annual Crash Rate, R_w (per million miles)
 $R_w = A_w / (VMT/10^6)$

2. Identify the crash range

Using the computed weighted annual crash rate (R_w), the roadway type and urban/non-urban designation, and the statewide averages displayed in the following table, the funding request application program will assign the appropriate crash range (row A, B, C, or D in the left column).

Crash Range	R_w (weighted annual crash rate per Million Vehicle Miles of Travel) by Roadway Type			
	Non-rural Arterial	Non-rural Freeway	Rural Arterial	Rural Freeway
	R_w			
A <State Average	0.01 to 7.49	0.01 to 3.85	0.01 to 3.02	0.01 to 2.26
B 1-2x State Average	7.5 to 14.94	3.86 to 7.7	3.03 to 6.04	2.27 to 4.52
C 2-3x State Average	14.94 to 22.38	7.8 to 11.64	6.05 to 9.06	4.532 to 6.78
D >3x State Average	22.39+	11.65+	9.07+	6.79+

Source: DRCOG from CDOT data for 2003 and 2004.

3. Identify the estimated crash reduction level (as applicable)

Using the estimated number of crashes reported by the applicant for the three-year period, the funding request application program will convert that to a per-mile basis (using the safety computation area length) and will assign the crash reduction level as follows:

- Low (9 or fewer crashes eliminated per mile)
- Medium (10-19)
- High (20-29)
- Very High (30 or more).

If no data is provided by the applicant, the low crash reduction level will be assigned.

4. Award the safety points

The following four tables show the number of safety points the funding request application program will award, based on the estimated crash reduction level and the crash range.

- Roadway Capacity Projects

Because the long-range plan score criterion was computed in part based on current weighted crash rates, the points available are based primarily on the estimated crash reduction level.

Roadway Capacity Projects	Estimated Crash Reduction Level			
	Low	Medium	High	Very High
Crash Range	Safety points to be awarded			
A & B	0	1	3	4
C & D	1	3	4	5

- Roadway Reconstruction Projects

Roadway Reconstruction Projects	Estimated Crash Reduction Level			
	Low	Medium	High	Very High
Crash Range	Safety points to be awarded			
A	0	0	1	2
B	0	1	2	3
C	1	2	3	4
D	2	3	4	5

- Roadway Operations Projects

Roadway Operations Projects	Estimated Crash Reduction Level			
	Low	Medium	High	Very High
Crash Range	Safety points to be awarded			
A	0	1	3	4
B	1	2	4	5
C	2	4	5	6
D	3	5	6	7

- Roadway Operations Studies

For studies, the crash reduction level is not estimated and the points are awarded based entirely on crash range.

Roadway Operations Studies	
Crash Range	Safety points to be awarded
A	0
B	7
C	14
D	20

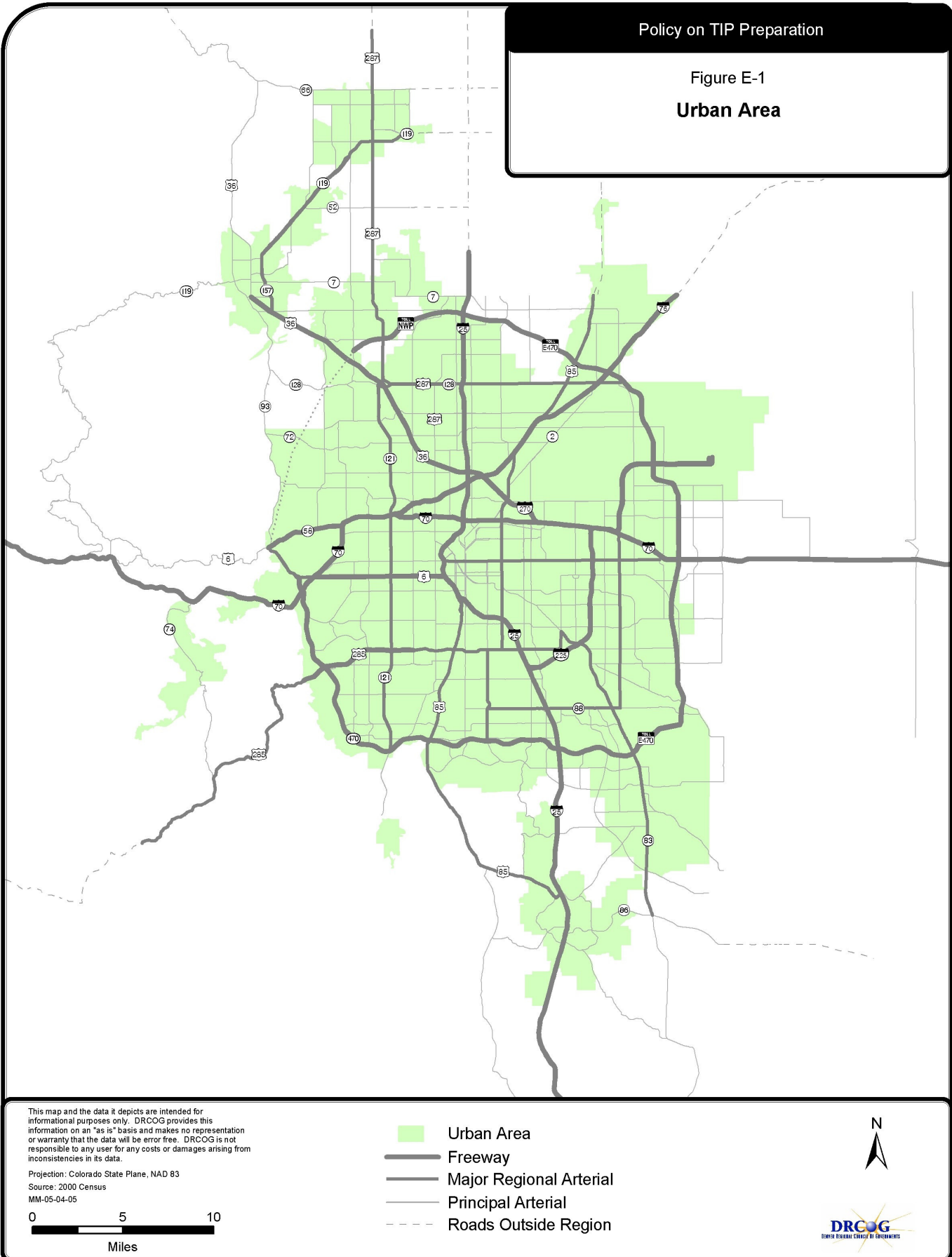
Table E-1
DRCOG TIP Project Evaluation Safety Criteria
Sample Suggested Crash Reduction Factors

Improvement Characteristics	Percentage Reduction in Relevant Crashes (at applicable crash locations)	Example Relevant Crash Types
Intersections		
New traffic signal	20%	right-angle, turns
Upgrade traffic signal (heads)	20%	rear-end, red light run
Add new approach turn lanes (either left or right)	25%	rear-end
Add accel/decel lane	25%	rear-end, sideswipe
Convert to roundabout	40%	right-angle
Convert to interchange	40%	right-angle
Increase turn radii	15%	turn crashes
Railroad		
Automatic gate	75%	vehicle-train
Grade separate	100%	vehicle-train, rear-end
Roadside/Bridges		
Guardrail-install/upgrade	60% fatal, 40% injury	run off road
Shoulder widening/addition	20%	run off road, overtake ped/bike
Bridge widening	40%	bridge
Remove fixed objects	50% fatal, 15% injury	fixed object
Separated bicycle/pedestrian path	80%	overtake ped/bike
Roadways		
Curve reconstruction	50%	run off road, head-on
Vertical realignment	45%	head-on, limited sight
Median barriers	60% fatal, 10% injury	head-on
Raised median	40%	turn crashes, turn-related rear-ends
Climbing/passing lane	15%	passing, rear-end
Lane widening	20%	sideswipe (multi-lane)
Ramp geometric reconstruction	25%	ramp
Widen from 2-lane to 4-lane road	30%	rear-end, head-on
Continuous center-left turn lane	30%	rear-end
Shoulder rumble strips	80%	run off road
Pave shoulder to full width	10%	run off road
Other		
Lighting improvement	90%	night-time crashes
Close median opening	30%	turn crashes

Notes:

1. Crash reduction factors are for TIP project scoring guidance only.
2. The factors are not meant to imply precise predictions of eliminated crashes.
3. Rates should be applied only to specific applicable sites within the project area.
4. Rates should only be applied to relevant crash types addressed by the improvement.
5. Do not double-count similar improvement types or eliminated crashes.
6. Crash reduction factors may be applied to improvement and crash types not shown on this table; however, applicant must provide justifying documentation.

Figure E-1
Urban Area



APPENDIX F PROJECT-RELATED METRO VISION IMPLEMENTATION AND STRATEGIC CORRIDOR FOCUS

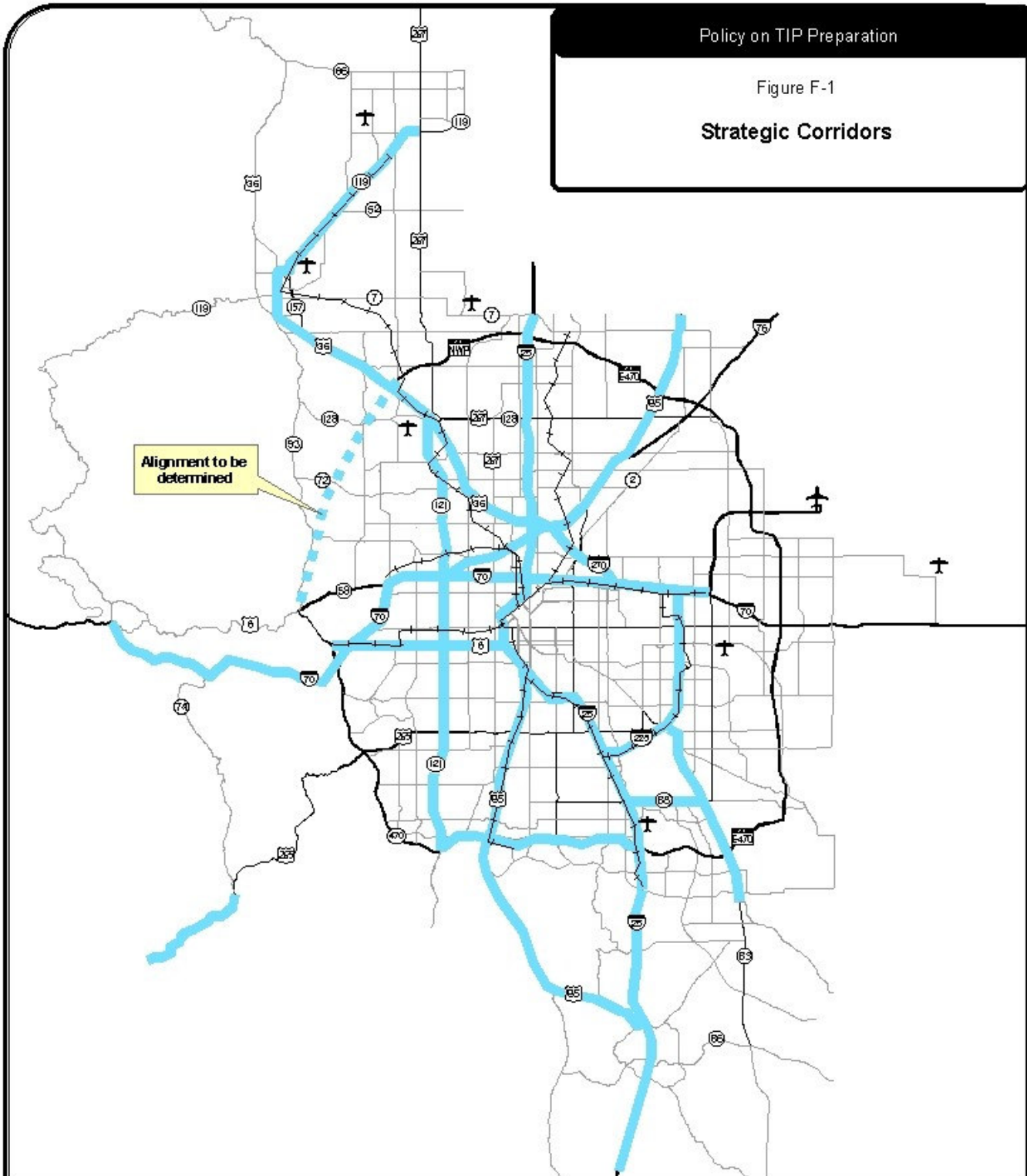
<p>Urban Centers (score points as applicable, for only one of the three)</p> <p>Project is entirely within an urban center shown on the adopted Metro Vision 2030 Plan Figure 9, or is within proximity of <u>and</u> helps support the functioning of the urban center by directly or indirectly serving it (definitions below):</p> <ul style="list-style-type: none"> • 6 points if Denver Central Business District (CBD) urban center • 5 points if other urban center with fixed guideway transit station included in fiscally constrained 2030 Metro Vision RTP • 3 points if other urban center • 0 points if not serving an urban center
<p>Urban Growth Boundary/Area (UGB/A)</p> <ul style="list-style-type: none"> • 3 points if the project is at least 90% contained within the established UGB of a UGB community or the “committed area” of a UGA community • 1 point if the project is at least 40% contained within the established UGB of a UGB community or the “committed area” of a UGA community
<p>Denver International Airport (DIA) (score points if applicable)</p> <ul style="list-style-type: none"> • 1 point if project is in or within one-half mile of airport boundary and provides convenient access to DIA
<p>Strategic Corridors (score points if applicable, for only one of the two)</p> <p>Project is entirely on a strategic corridor shown on Figure F-1 (including relevant rapid transit lines), or is within proximity of <u>and</u> helps support the functioning of the strategic corridor by directly or indirectly serving it (definitions below):</p> <ul style="list-style-type: none"> • 4 points if two or more strategic corridors • 2 points if one strategic corridor

Definitions:

- Directly serving = physically touching
- Indirectly serving = serving via an existing or included-in-the-project linkage
- Proximity (measured as crow flies)
 - For pedestrian projects: within one-half mile of urban center outer boundary; within one-half mile of fixed guideway transit station platform location in strategic corridor.
 - For bicycle projects: within one and one-half miles of urban center outer boundary; within one and one-half miles of fixed guideway transit station platform location in strategic corridor.
 - For bus service projects: must directly serve urban center or directly serve fixed guideway transit station platform location or use HOV/BRT guideway in strategic corridor.
 - For roadway, studies, or other enhancements, and air quality improvement projects: within three-quarters of a mile of urban center outer boundary; within three-quarters of a mile of the centroid of a freeway interchange or major intersection (if not freeway) or fixed guideway transit station platform located in strategic corridor.

Figure F-1

Strategic Corridors



This map and the data it depicts are intended for informational purposes only. DRCOG provides the information on an "as is" basis and makes no representation or warranty that the data will be error free. DRCOG is not responsible to any user for any cost or damages arising from inaccuracies in its data.

Projection: Colorado State Plane, NAD 83

Source: DRCOG

MM-05-0+05

0 5 10
Miles

- Regional Roadway System
- - - Roads Outside Region
- Strategic Highway Corridors
- + + Strategic Rapid Transit Corridors



APPENDIX G

SPONSOR-RELATED* METRO VISION IMPLEMENTATION CRITERIA

Evaluation Criteria	Points Each	Scoring Instructions
Preserve open space	1	Preserve Metro Vision Preservation Focus Areas, natural areas, or environmentally sensitive areas through dedications or land purchases over the past two years. The open space area size threshold is 1% of the community area or a maximum of 160 acres whichever is smaller. Reference Metro Vision glossary on the DRCOG website
Demonstrate progress in developing an urban center or freestanding community town center	1	Adopt urban center or freestanding community town center plan within the past five years. If center plans were previously adopted and/or included in Metro Vision, identify and demonstrate implementation of next logical steps towards urban or town center development during the past five years.
Increase population density	1	Demonstrate a local population density increase over the past two years. Build density estimates from base year 2000 census-data community density estimate.
Establish an urban reserve planning area	1	Identify urban reserve areas planned for urban development beyond the year 2030 within the past five years. If such areas were previously adopted, show the next logical step during the past five years by enacting policies and agreements that prevent large-lot development from occurring within the urban reserve area.
Adopt senior-friendly development policies	1	Demonstrate that Metro Vision senior-friendly development policies have been incorporated into local plans and development regulations or are being implemented.
Establish a stormwater utility or equivalent level of commitment	1	Establish a separate stormwater utility or equivalent level of commitment within the past five years. This may include budget line items for stormwater management or stormwater quality criteria.
Implement alternative mode plans	1	Show adopted plans for bicycle, pedestrian, transportation demand management (TDM), or transit forms of travel are being implemented by demonstrating that at least \$3/resident*/year (average) has been allocated to the construction or implementation of facilities/programs in the plan(s) by the agency's capital improvement program or operating budget, or equivalent, during the past five years. (* for counties, residents are those in the unincorporated area).
Sign the Mile High Compact	1	Provide the date when the local jurisdiction signed the Mile High Compact.

* or the project location's jurisdiction

APPENDIX G (cont.)
SPONSOR-RELATED* METRO VISION IMPLEMENTATION CRITERIA

Evaluation Criteria	Points Each	Scoring Instructions
PM ₁₀ conformity commitment (for communities that were asked to make a conformity commitment)	Up to 4	<p>If the sponsor or project's local jurisdiction has made a conformity commitment for the horizon year in the RTP (2035) that exceeds:</p> <ul style="list-style-type: none"> • 30 percent reduction, award 1 point. • 45 percent reduction, award 2 points. • 55 percent reduction, award 3 points. <p>If the sponsor or project's local jurisdiction is meeting its 2015 conformity commitment in current practice, award 1 additional point to the PM₁₀ points scored above. The survey of past performance conducted annually in June by the RAQC will be compared to the conformity commitments assembled for the 2035 RTP conformity.</p>
Current practice (for communities that were not asked to make a PM ₁₀ conformity commitment)	Up to 4	<p>Based on the survey of past performance conducted annual in June by the RAQC, if the sponsor or project's local jurisdiction has a current practice that exceeds:</p> <ul style="list-style-type: none"> • 30 percent reduction, award 1 point. • 45 percent reduction, award 2 points. • 55 percent reduction, award 4 points.
Total Points Possible	12	

* or the project location's jurisdiction

APPENDIX H PAVEMENT CONDITION GUIDELINES

The following elements define the information required to calculate the pavement condition index for roadway and bicycle/pedestrian reconstruction projects. Applicants are required to obtain and use distress data from CDOT (as available) if the reconstruction involves a state highway, in calculating the PCI score.

Visual Inspection of Core Distress

Applicants are required to visually investigate and report five key distresses. These specific distresses shall be examined and reported as specified in the “Pavement Distress Identification Manual” by CTL/Thompson Inc. For reconstruction funding requests on state highways, CDOT will have recent relevant distress information that should be used for this submittal.

The key distresses for asphalt roadways are:

alligator cracking (page 1 of the manual)
rutting/shoving (page 12)
longitudinal cracking (page 5)
patching (page 9)
potholes (page 10)

The key distresses for concrete roadways are:

corner cracking (page 23)
linear cracking (page 25)
divided slabs (page 27)
blowup/buckling (page 32)
faulting (page 33)

For intersection reconstruction projects, the distress survey shall be the entire project area. For **roadway reconstruction projects**, a sampling technique can be used. The sample must encompass a contiguous section of at least 10 percent of the project segment (with a minimum survey length of 200 lineal feet). All lanes within the sample section must be evaluated. The sample section must be representative of the average pavement condition for the project. Applications must identify the specific location of the sample. CDOT may not have data for all lanes, but CDOT data will be considered sufficient for state highways.

Specific areas showing multiple distresses should only be reported once. For example, if areas that have been patched are reported under “patches,” other distresses within the patched area should not be reported.

Computation of Condition Index

To aid in self-storing, a software program has been developed to compute the pavement condition index (PCI). The program will be included in the web-based funding request application material. The basis for the program is the Corps of Engineers’ PAVER method. Perfect pavements start with a value of 100, and points are deducted from that based on the amount and severity of the stresses reported in the visual survey. A correction curve for multiple distresses is applied.

A copy of the input screens for asphalt pavement (Figure H-1) and concrete pavement (Figure H-2) are attached. After all necessary input data is entered; toggling the "Compute PCI" button will compute the PCI. 20 points will be awarded for a PCI below 25; 0 points for a PCI above 50; with straight line interpolation between.

Validation

DRCOG staff and/or subject matter experts may conduct a field review of the top "tier" of reconstruction funding requests to validate the magnitude of distresses reported.

Contact

The means for obtaining the distress manual and the software program, along with a contact number for clarification/interpretation, will be included in the TIP solicitation packet.

Figure H-1
Asphalt Cement Pavement Evaluation Tool

DRCOG - Pavement Evaluation Tool Revised 6/19/99

Pavement Identification

Municipality/County:

Street Name:

From: To: Survey Area: From: To:

PMSID: Length (ft): Lanes: Lane Width (ft):

Surface Type: Survey Length (ft): Survey Area (sq ft):

ADT / Lane: RRD: Estimated Cost \$:

Points: Computed PCI: Structural Capacity:

Asphalt Cement Concrete Pavement Distress

	Low	Moderate	High
Alligator Cracking (sq ft) pg. 1	<input type="text"/>	<input type="text"/>	<input type="text"/>
Rutting / Shoving (sq ft) pg. 12	<input type="text"/>	<input type="text"/>	<input type="text"/>
Longitudinal Cracking (ln ft) pg. 5	<input type="text"/>	<input type="text"/>	<input type="text"/>
Patching (sq ft) pg. 9	<input type="text"/>	<input type="text"/>	<input type="text"/>
Potholes (sq ft) pg. 10	<input type="text"/>	<input type="text"/>	<input type="text"/>

Figure H-2
Portland Concrete Pavement Evaluation Tool

DRCOG - Pavement Evaluation Tool Revised 6/19/99

Pavement Identification

Municipality/County:

Street Name:

From: To: Survey Area: From: To:

PMSID: Length (ft): Lanes: Lane Width (ft):

Surface Type: Survey Length (ft): Survey Slabs (count):

ADT / Lane: RRD: Estimated Cost \$:

Points: Computed PCI: Structural Capacity:

Portland Cement Concrete Pavement Distress

	Low	Moderate	High
Corner Cracking (slabs) pg.23	<input type="text"/>	<input type="text"/>	<input type="text"/>
Linear Cracking (slabs) pg.25	<input type="text"/>	<input type="text"/>	<input type="text"/>
Divided Slabs (slabs) pg.27	<input type="text"/>	<input type="text"/>	<input type="text"/>
Blow Ups (slabs) pg. 32	<input type="text"/>	<input type="text"/>	<input type="text"/>
Faulting (slabs) pg.33	<input type="text"/>	<input type="text"/>	<input type="text"/>

APPENDIX I NEW TRANSIT SERVICE

Ridership estimates are critical in determining the viability of new transit service. As such, a detailed description of the estimated ridership, service and any supporting activities to aid in attracting riders is needed to perform an evaluation of the proposed services.

Project submittals for new transit services should include:

- A basic description of the “what,” or type of service to be provided;
- The route, stops, and frequency of service for proposed new services should be defined; connections to any existing RTD services should be identified and their schedule relationship described;
- The service area, response times, and related details for proposed demand-responsive services should be defined;
- Connections to any existing RTD services should be identified; and
- The hours of operation, fare structure, vehicle type(s) to be used, and any limitations of the market to be served should be defined, such as serving the elderly;
- A marketing plan to identify and reach prospective riders, in both the short and long term;
- A detailed program of funding for a minimum of 3 years with detailed line item budgets for vehicles, physical improvements, marketing, operations, and others as defined.

Additional details which should be supplied with the funding request:

- **Ridership** - Describe the ridership estimates and the method(s) used to estimate the total ridership for the new service.
- **Purpose of service** - Describe the gap(s) in existing services that the proposed service is expected to serve. Describe the justification for new services and how the new services will relate to any existing RTD and other transit services. Note any impacts to existing services from the operation of the proposed service. Provide a map to aid in understanding the proposed service.
- **Support efforts** - Describe the project support efforts from businesses, employers, local governments and others to market the services and encourage a shift in travel to transit. Examples of support efforts are marketing programs, provision of EcoPasses, installation of shelter, and construction of sidewalks connecting bus stops to destinations.

The proposed service ridership estimates will be compared with existing similar RTD and non-RTD services in the region. The score will depend upon the total riders expected from the type of new service, the gaps to be served, and how well the support efforts aid in developing and sustaining the proposed ridership.